

NOV 24 '47

ATLANTIC FISHERMAN

NOVEMBER, 1947

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... ON *Columbian!*

It's a long tow from Charleston to Manila Bay—perhaps the toughest ocean haul ever attempted.

And the hawser? Ten-inch Columbian Tape-Marked Pure Manila, in 90 fathom lengths!

For here is a rope, which like all Columbian Tape-Marked Pure Manila, is manufactured from only the choicest manila fibre. It has been proved in service, year in, year out. Where service conditions demand the best, it's Columbian Tape-Marked Pure Manila, with the Red, White and Blue surface markers.

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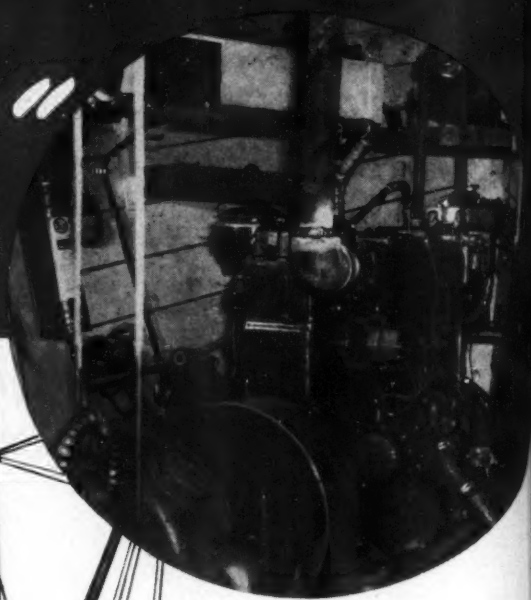
Columbian PURE MANILA ROPE

Boston Office and Warehouse

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"Ice Man"

FOR
250,000
POUNDS OF
SARDINES...



• ABOVE: BUDA Diesel Electric Generator Set Model 6-DTG-844 installed in the forepeak of the Sea Spray, for refrigeration and all electric power. BELOW: Sea Spray returning to port with 250,000 pounds of sardines—protected by BUDA power.



BUDA DIESEL PROTECTS CATCH FOR MARKET

Obviously, the largest catch of the season wouldn't mean a thing if it spoiled before you got it to the market. But take a tip from the Sea Spray installation... a modern 84 ft. purse seiner equipped with steel tanks throughout the fish hold, utilizing brine refrigeration to keep tuna or sardines fresh. To make sure that all catches are completely protected against spoilage, the owners installed a 40 KW BUDA Diesel-Electric Generator Set to provide dependable power for the refrigeration unit, as well as for all

other electric power needs throughout the vessel.

On outbound trips, the hold tanks are used for extra fuel oil... providing additional cruising radius to reach distant fishing waters. As fuel is consumed, these tanks are filled with fish in brine.

This is just one example of the way in which BUDA Diesels are providing fishermen with better, lower cost power for both main propulsion and auxiliary service. Get full particulars from your nearest BUDA Distributor.



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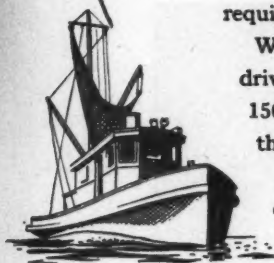
Curtis Engine & Equipment Co., Inc., Baltimore, Md.; Curtis Engine & Equipment Co., Boston, Mass. and New York; Curtis Marine Co., Norfolk and Richmond, Va.; Curtis Equipment Co., High Point, N. Carolina; Columbia, S. Carolina; Florida Equipment Co., Jacksonville, Miami and Tampa; Norbom-Farrell Engr. Co., Philadelphia, Pa. P-D Sea Pavillion, N. Y. Eastern Canada Engines, Ltd., Toronto, Montreal, Que.; Moncton, N. B.

Clutch Design Features of the NEW MG-301

The new heavy-duty Twin Disc MG-301 Marine Reverse and Reduction Gear provides your helmsman with increased maneuverability through faster clutch response to the operating control. Hydraulically-operated duplex clutches . . . requiring no adjustment . . . assure an ample safety factor over rated capacity.

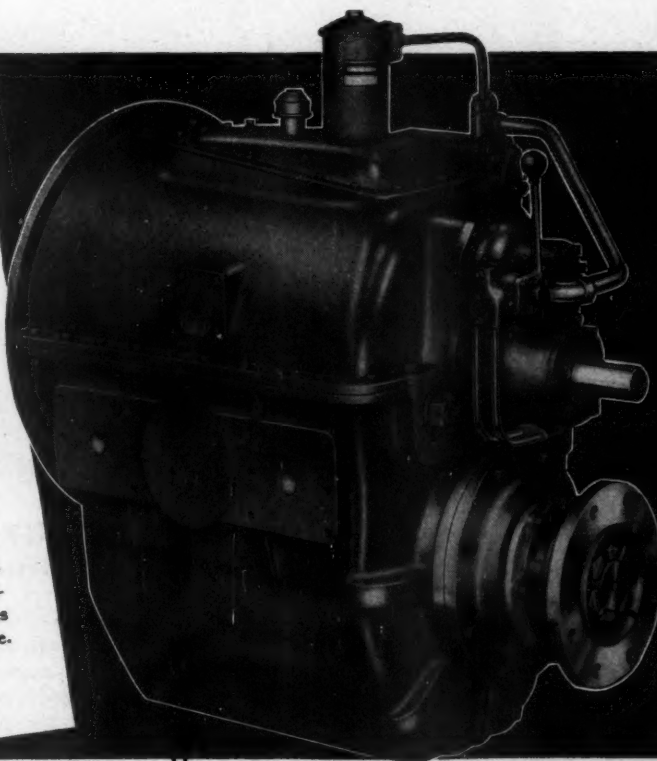
When equipped with hydraulic coupling for either single or multiple engine drives, the new hydraulically-actuated MG-301 transmits up to 325 hp at 1500 rpm. When furnished with rubber block drive for direct connection to the engine flywheel, the MG-301 is rated at 275 hp at 1500 rpm.

For complete information on how the Twin Disc MG-301 Reverse and Reduction Gear can be fitted to your engine, write to the **TWIN DISC CLUTCH COMPANY**, Racine, Wisconsin (Hydraulic Division, Rockford, Illinois).



Clutch design features of the NEW MG-301 include:

- Dished clutch plates—assuring quick, positive release.
- Centering springs—providing a positive neutral and eliminating drag.
- Clutch actuating oil pump—gear driven.
- Hydraulic operating valve—requiring only 15 pounds operating pressure on the lever.
- Mechanical interlocking of both pistons of the oil-operated, duplex clutch—precluding possibility of forward and reverse clutches being engaged at the same time.



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Machine Tool Clutch



Tractor Clutch



Hydraulic Torque Converter

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avoids handling and storage of Explosive Fuels

This 78' yacht has been *completely* dieselized as a precaution against fire and explosion, main peril of sportsman and fisherman alike.

Her recently installed Sheppard Auxiliary provides power for the Alsu's bilge pumps, three electric toilets, radio, lighting system and electric refrigerator. This Sheppard

Auxiliary is *aircooled* . . . expansion tank and heat exchanger are eliminated . . . engine room space required is reduced to a minimum.

Boating for pleasure . . . or a livelihood . . . is safer when Sheppard Diesel Auxiliary power is aboard. Write for complete illustrated literature today.

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ATLANTIC FISHERMAN

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Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, *President*

GARDNER LAMSON, *Publisher*

L. E. HALL, *Editor*



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NO. 10

Industry Mobilized to Aid Save Grain Campaign

Last month, Charles Luckman, head of the Citizens Food Committee, summoned representatives of the Fish & Wildlife Service, National Fisheries Institute, Oyster Growers and Dealers Association and National Cannery Association, to form a Fisheries Food Committee to promote increased consumption and production of fish and shellfish to aid in meeting the food emergency.

A group of 40 representatives of production, distribution and labor, from all parts of the country was asked to meet in Washington October 23. J. L. Alphen of General Seafoods Corp. was named chairman of the Committee, and he appointed the following as an executive committee: R. P. Fletcher, Jr., Booth Fisheries Corp., Chicago, chairman, representing distributors; Harold E. Lokken, Fishing Vessel Owners Assn., Seattle, boat owners; Donald P. Loker, French Sardine Co., Terminal Island, Calif., canned fish; George E. Burgess, Burgess Canning Co., New Orleans, shellfish; F. M. Bundy, Gorton-Pew Fisheries Co., Ltd., Gloucester, fresh and frozen fish; and Capt. Patrick McHugh, Atlantic Fishermen's Union, Boston, labor.

At its meeting in Washington, the Fisheries Food Committee offered its full support in an effort to increase the use of fish, and adopted the slogan "Save Grain—Serve Fish". It was agreed that fish production could be increased 25% above normal to meet the added demand, and the Committee pledged they would strive to have the industry produce the additional fish at reasonable prices.

In its report to Luckman, the Fisheries Committee stated: "In view of the 136 million pounds of frozen fish presently in storage, the 300 million pounds that normally would be produced in the next 90 days, and the 80 million pounds additional we estimate can be provided, we believe you can safely urge the American public to eat fish at one more meal each week. Present storage stocks of canned fish and additional canned fish production during the next 90 days, are not included in the above figures, and will provide a safety margin.

"Representatives of the Gloucester industry informed your Committee, funds are being collected which can be used to advertise and publicize fish. Outlines of proposed local advertising programs were given by representatives of the industry from Boston, New York, Kansas City, Chicago, Minneapolis, Buffalo, San Diego, San Pedro, Seattle and San Francisco.

"The National Fisheries Institute is organized and financed to give you immediate aid in informing the industry of this program and putting it into effect. They pledge funds immediately for a National advertising campaign in support of your publicity program."

Patrick McHugh, speaking for the Atlantic Fishermen's Union believed that the fishermen in New England would be in a position to increase the catch provided that weather and market conditions were favorable. Mr. McHugh stated that some fish which are at present being dumped, such as small cod and had-dock, could be brought ashore.

In a statement issued to newspapers early this month, O. L. Carr of Mid-Central Fish Co., Kansas City, and president of

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National Fisheries Institute, said: "Since no wheat or other grain is required in the production of fish, consuming more fish products is one of the most practical ways to participate in the wheat-saving effort. In fact, fish is the only high protein food which does not require grain in its production.

"Each portion of fish served is equivalent to a pound of wheat required as feed in the production of meat and poultry or as flour in a loaf of bread. By adding a serving of fish per week to the diet of Americans, it is therefore possible to save several million bushels of wheat in the next few months."

(Continued on page 57)

Never Far Away

GENERAL MOTORS DIESELS keep going with little attention. But where service is needed, one of our distributors or dealers is never far away.

With GM Diesel power in your boat—available service when needed is something additional to the engine's rugged dependability and economy.

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Armstrong Machinery & Equipment Company



According to the second cousin of the nephew of a certain ship's mate, we were told, as a fact, that their craft netted a mermaid recently — and when they hauled her aboard she was wearing a Sawyer's fishing suit! We can't check this yet, because one of our salesmen, who gets into all sorts of places, hasn't turned up yet this week. He may have sold her the outfit . . . he has "sold" us on a lot of things.

However, although we cannot vouch for this report, we can vouch for the ruggedness and in-built value of Sawyer's fishing

clothing. Most everyone knows you get more for your money in comfort, safety and wear in Sawyer's famous FROG Brand oiled clothing, and their very tough, very flexible rubberized LIGHTHOUSE Brand. You will never mind weather, wind, or work, in Sawyer's roomy, fully-protective fishing suits. Sawyer's clothing is really an investment in well being and comfort aboard any craft.

We cannot guarantee you will catch a mermaid — but you should catch more fish — you can work so much better in Sawyer's.



**SAWYER'S
famous**

FISHERMAN'S SUITS

are now available in both FROG Brand oilskins; and the rugged LIGHTHOUSE Brand rubberized fabric, which is ideal for winter wear and unaffected by the coldest weather.



THE H. M. SAWYER & SON CO.

20 Thorndike St.

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The Sounding-Lead

TRADE AGREEMENTS—The recent completion of 108 bilateral trade agreements between 23 nations, strangely enough, was accompanied by a marked increase in monthly imports of fish fillets. The agreements were signed October 30, and become effective January 1, 1948. Fillet imports for September were larger than in September, 1946, and preliminary figures indicate that the trend continued during October. Yet, fillet imports declined from 41,210,000 lbs. during the first 8 months of 1946 to 22,215,000 lbs. during the same period of this year, or 46.1 percent; and in value, from \$8,587,000 to \$4,522,000, or 47.3 percent.

Canned tuna imports for the first half of the year were 3,807,500 lbs., compared with 2,682,750 lbs. a year ago. Most of the tuna came from Peru.

State Department officials estimate that the 1947 import quota of 23,906,423 lbs. was reached on November 1, which means that November and December imports will take an import tariff of 2½¢ per pound, instead of 1½¢.

Details of the trade agreements involving the United States may not be made public until the latter part of November. Washington industry representatives believe that cuts in duties on fillets may be small, and that the quota may have been adjusted. Some minor fishery items are believed to have taken the maximum 50 percent cut.

Congressional Republicans are committed by their leaders to a policy of rewriting the Reciprocal Trade Agreements Act to protect domestic industries in danger of excessive low-priced foreign competition. Senator Taft, Senate leader, and others have stated they will write protective clauses into the Act, which expires June 30, 1948, and can be reconsidered beginning in January. Fully aware of this, State Department officials repeatedly emphasize that agreements made at Geneva are safeguarded against possible action by individual Governments. "Concessions on tariffs and preferences in the agreements are safeguarded by general provisions designed to prevent participating countries from nullifying such concessions by resorting to other forms of restriction or discrimination," the State Department said on October 30. "These provisions cover restrictive forms of customs administration, discriminatory internal taxes and regulations, import quota systems and exchange controls."

The proposed International Trade Organization charter, scheduled to be approved at the United Nations trade meeting in Havana, Cuba, November 21, further suggests the irrevocability of trade agreement provisions.

The State Department is aware, of course, that whatever Congress does will supersede the agreements just made. The Department and the Administration, however, will urge that any change in favor of domestic industries may upset the whole situation. They assert that the foreign nations signatory to United States agreements have taken for granted that the agreements will remain unchanged, and if changed, say effective July 1, 1948, these nations may become angry and insist on changes of their own detrimental to U. S. exports.

PRICE STABILIZATION—The suggestion of the Atlantic Fishermen's Union to the National Citizens Food Committee that fish dealers and the Union set voluntary price control of boatside fish sales in an effort to stabilize prices drew sharp reaction in New Bedford, Mass. late this month.

Aimed at increasing fish production, lowering retail prices and providing more food for "hungry peoples of the world," the plan was outlined by Patrick McHugh, secretary-treasurer of the Union, and by Leo Barrett, branch agent of the Union in New Bedford. Mr. Barrett said fishermen and boat owners would benefit from the minimum price plan included in the proposal. The plan was attacked by several leading fish dealers, all of whom said the move would stifle competition and encourage a return of black market practices.

The Union also has asked the Federal Government to seek agreements with Canada and other countries using the North Atlantic fishing grounds, by which all would cooperate to avoid further depletion of resources. This latter proposal has the support of Edmund O'Neil, business agent of the Seafood Pro-

ducers Association in New Bedford, who said his group was "working on" the State Department in Washington to appoint an assistant secretary of fishing.

UNEMPLOYMENT TAX—A determined effort will be made by members of Congress from fisheries States to wipe from the books the law subjecting owners of fishing vessels of ten tons and more to unemployment compensation taxes. On April 1, 1947, the late Congressman Gifford of Massachusetts introduced a bill to exempt fishing operators from this tax, effective since August, 1946.

The House Ways and Means Committee, of which Gifford was a member, was very busy with other tax legislation at the time, and this preoccupation, coupled with a general lack of knowledge of the industry, resulted in temporary disregard of Gifford's bill. However, a spokesman for Congressman Knutson, chairman of the Committee, said hearings on the bill would be held next year. The Committee is composed almost entirely of Congressmen from inland districts of coastal States or inland States.

FISHERIES CONSULTANT—The Department of State has announced the appointment of Frederick L. Zimmermann of Forest Hills, Long Island, N. Y. as consultant in its Fisheries and Wildlife Branch, International Resources Division. He is a special adviser to the Atlantic States Marine Fisheries Commission, and will help formulate plans for an International conservation treaty for the Northwest Atlantic under the direction of Robert W. Tyson, who is in charge of the project.

Zimmermann is not new to the State Department, having worked with it during most of 1943 in negotiating a fisheries treaty with Canada for the Great Lakes.

As soon as United States interests can agree on a program, other nations who have a logical fisheries interest in the Northwest Atlantic will be asked their opinions. The first international conference on the treaty is scheduled for sometime in early 1948.

PENDING LEGISLATION—A number of bills of direct and indirect interest to the fisheries industry are still on the calendar, and consideration of them will be renewed this year. Among them is H. J. Resolution 101, which would authorize the Fish and Wildlife Service to begin a study of the economic development of domestic fisheries, particularly as compared to foreign fisheries. Another bill, H.R. 4365, would authorize creation of the "Gulf States Marine Fisheries Commission" and an interstate compact relating to the better utilization of Gulf fisheries. Parties to this agreement would be the States of Alabama, Florida, Louisiana, Mississippi and Texas.

In July the House passed a bill appropriating \$50,000 to enable the Fish and Wildlife Service to survey damage done by Federal flood control projects to oyster beds owned by the State of Mississippi, and residents of Louisiana near Lake Mechant and Bayou Severin, Terrebonne Parish. The Government will replant these oyster beds if the Senate approves the bill.

BARNES INJUNCTION CASE—It has been reported that counsel for the Atlantic Fishermen's Union has been instructed to ask reopening of the Massachusetts Barnes injunction case, using the California tide oil decision as an argument to offset the injunction. As far as is known, the contemplated action of the Fishermen's Union will be the first attempt to invoke the California oil decision to establish Federal Dominion over tideland areas heretofore regarded as belonging to the States. It is expected that the Union will contend that the California tideland oil decision puts a different light on the matter, and takes the case away from State jurisdiction.

FAO FISHERIES PROGRAM—While details have not been reported as yet, the Food and Agriculture Organization of the United Nations is believed to have agreed upon a beneficial International program (Continued on Page 53)

**WHEN YOU'RE FIGHTING
WIND AND WEATHER**

*You can Count on
Chrysler Marine Power* ★

WHEN the seas are rough and getting rougher, you can count on the *all-weather safety* of Chrysler Marine power.

Chrysler Marine Engines are America's Number 1 choice for work boat power because they are designed, engineered and built exclusively for marine use. They are *not assembled or converted, not rebored or rebuilt* engines. They are the only marine engines built as a complete "power package" of engine, reverse and reduction gears. This assures a new high degree of efficient, dependable performance.

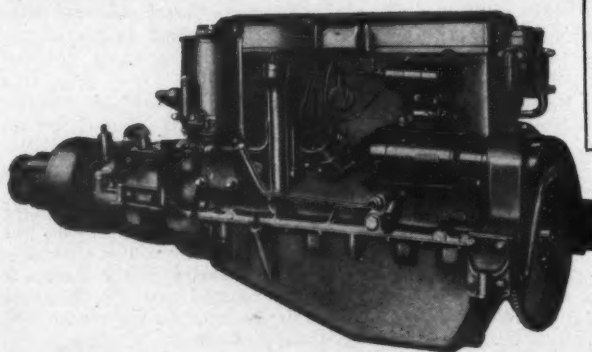
And Chrysler Marine dealers cover the waterfront. In time of emergency you'll find the familiar Chrysler Marine lighthouse—sign of a sea-wise dealer with genuine parts and efficient service. He'll keep your boat working properly and profitably.



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MARINE ENGINE DIVISION—CHRYSLER CORP. • 12205 E. JEFFERSON AVE., DETROIT 31, MICHIGAN

One shaft that failed... and one that **WON'T!**

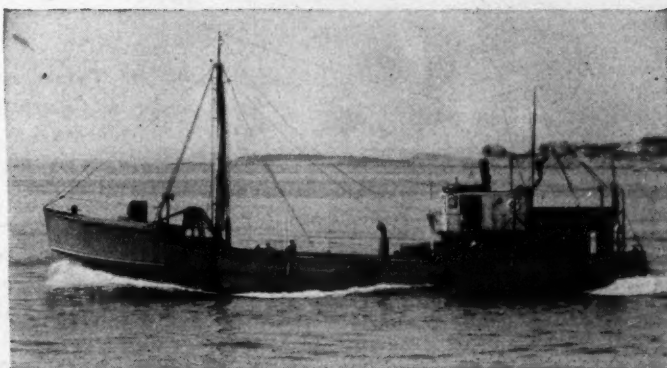
Part II of this brief tale shows
how to save time, money, and cargo

I

About a year ago, as the trawler *Curlew*, owned by Larry McEwen, Gloucester, (see illustration), was running out to her regular fishing grounds, she suddenly smacked against a submerged object, unbalancing her propeller.

As the boat limped forward, the uneven strain became too much for her steel propeller shaft. It snapped, just aft of the inside stuffing box.

From there, the story is one of emergency repairs, towing charges, and the loss of valuable time... *experiences no boat owner would want to repeat.*

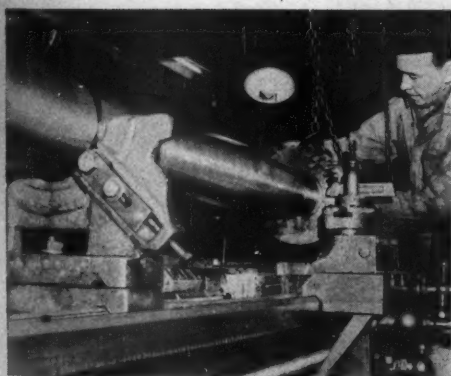


II

To prevent such breakdowns in the future, the *Curlew's* owners called on Cooper-Bessemer, who built the ship's 425 h.p. diesel engine. Their recommendation: "Install a tough, strong, corrosion-resistant Monel shaft."

The picture at left shows the machining of the new 6¾-in. x 17-ft. Monel shaft which is today helping drive the *Curlew* to the fishing grounds... and promises to stay on the job for many years to come.

* * * *



Machining a 6¾-in. x 17-ft. Monel propeller shaft in shop of Gloucester Machine Corp., Gloucester, Massachusetts.

Monel propeller shafts are chosen by fishing boats of every size and type... from lobstermen to big tuna clippers.

While these shafts are stronger and tougher than structural steel, they can be readily machined. They resist abrasion in sandy waters... fight off corrosion... never rust.

Sizes up to 6" in diameter are carried in stock in New England.

So, don't wait for a breakdown at sea to lay up your boat or ruin a cargo. Put in a tough Monel shaft *now* to beat the tough weather this winter. Call your local boatyard today.

THE INTERNATIONAL NICKEL COMPANY, INC.

67 WALL STREET, NEW YORK 5, N. Y.



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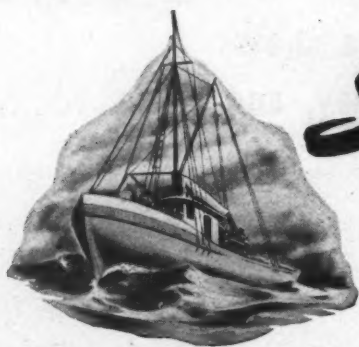
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"...It's the SEAGOIN* metal"

*Reg. U. S. Pat. Off.



DEPENDABLE



Oysters don't come when you whistle. It takes a good crew in a good boat with a good engine to bring them in day after day, right through the season.

The J. & J. W. Elsworth Oyster Co., Greenport, N. Y., does such a

SPEED AND POWER

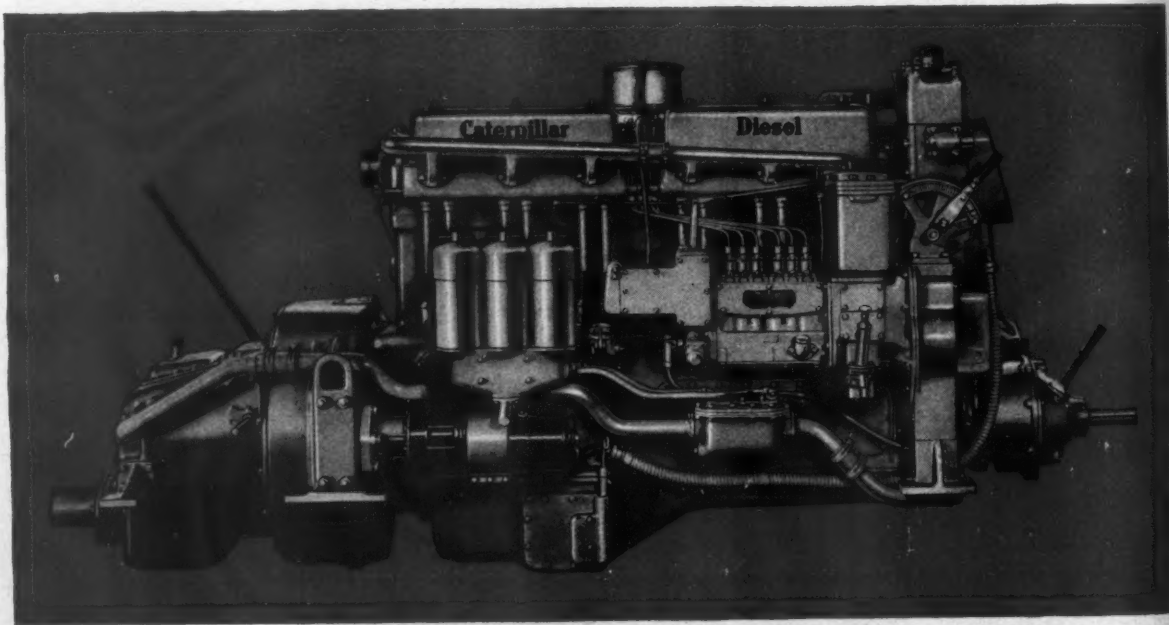
job with its 75-foot oyster boat *Commander*. A "Caterpillar" Diesel D13000 Marine Engine gives the craft ample power, averaging 10 knots with a full cargo.

In thousands of hours of year-round operation this engine has demonstrated that it gives higher speed, better performance and greater dependability than the Diesel power plant it replaced. The owners also like the saving in lubri-

cating oil, for the "Caterpillar" Diesel uses less than *one-sixth* as much as the previous engine.

In a money-making boat it's hard to beat the "Caterpillar" combination of unfailing power, rugged construction, over-all economy and long, trouble-free engine life, backed by the efficient parts and service facilities of a famous dealer organization.

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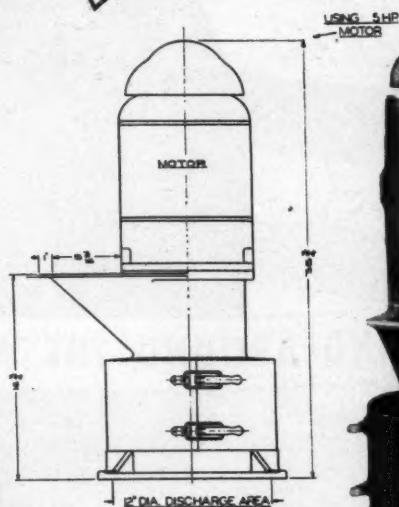


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Offers highest efficiency in small capacity uses

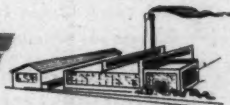
This sturdy portable Enterprise Vertical Mill is designed for limited production requirements on the farm, in the small plant, and for laboratory testing purposes. In these applications it is extremely effective in handling many varied types of materials. The result of years of research and development, this mill offers the practical solution for the low volume producer who would find a larger size mill both bulky and uneconomical. The EVM-1 weighs 175 lbs., requires only 30" vertical clearance and just over one square foot of floor space. Its double-helix rotor and easily replaceable screens produce a uniform, closely controlled particle size. Other important features include: quiet running—no vibration; all moving parts enclosed—safe, clean, sanitary; simplified vertical construction—gravity feed and discharge; even distribution of material—even hammer wear, long hammer life; fast, complete grinding for full rotor revolution.

For complete information, send coupon for new bulletin.

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Gentlemen: Please send me, without obligation, a copy of your new Bulletin:

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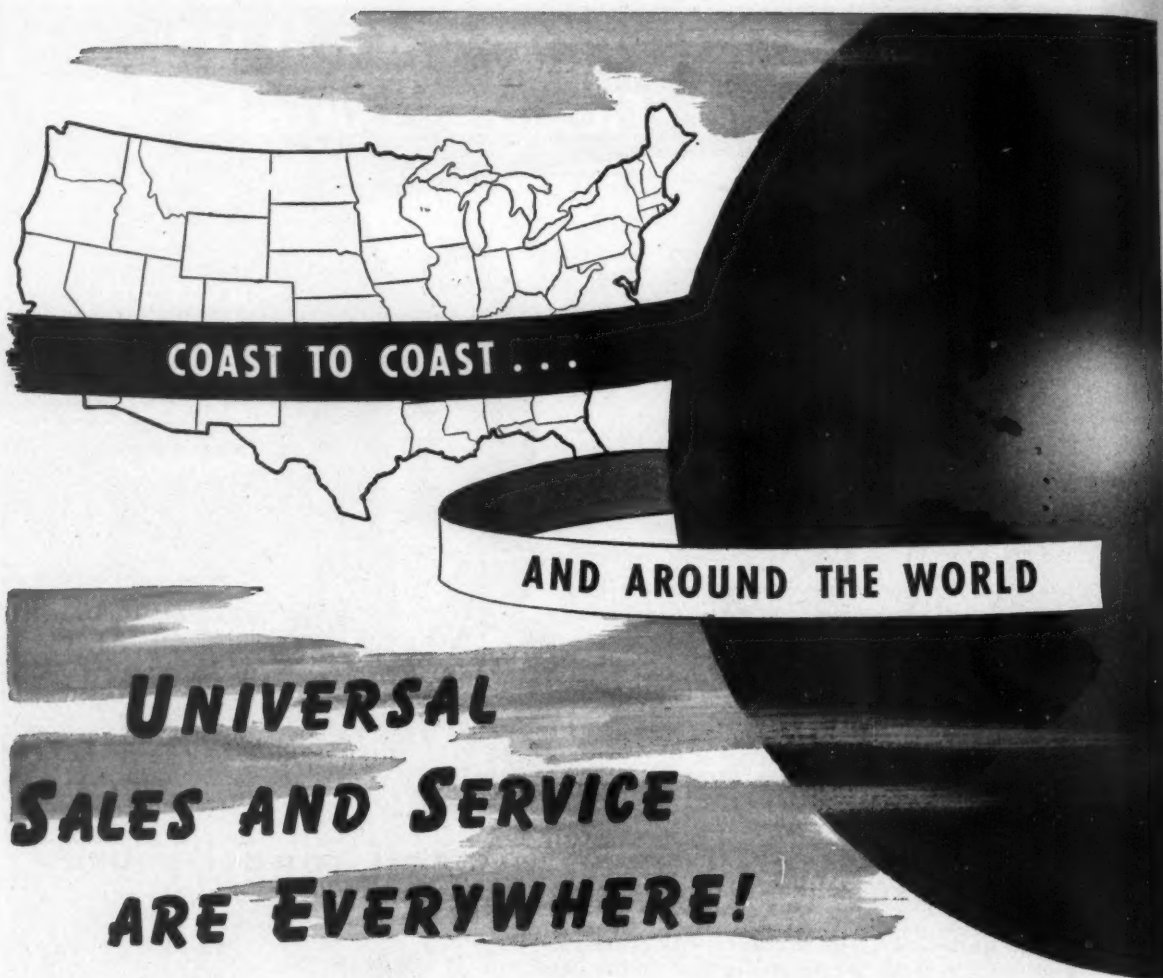
Name _____ Position _____

Company _____

Address _____

City _____

1



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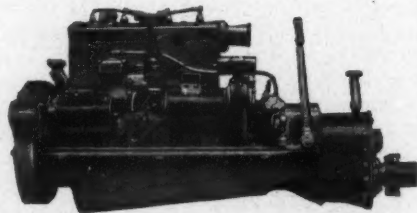
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Pilothouse Design Needs More Thought

By Capt. Elwell B. Thomas

MANY of the fishing boats and vessels of the fleet look pretty good but for one thing and that is their deck structures—pilothouses, skylights, hatches, and so on. Let us look into this pilothouse situation a bit and raise a question or two. For instance, we see a good looking dragger with nice sheer, well balanced ends, well balanced rig, in all a boat in which considerable thought has been given to design, to good appearance, as well as to good performance. Then we see the pilothouse! Except for a few windows that it does have and a peaked roof which it does not have, it would make a better looking three-holer in back of some barn than it does a pilothouse on a good looking dragger.

Other fishing vessels have pilothouses that look like telephone booths for they are of the high and spindly type. Some look like the cab of an armored truck with almost peep holes for windows. Still others look all unbalanced with a window of one size on one side and one of another size on the other side of the after end of the house. Over the forward windows some have visors that are so big that they look like a cap which the master of the vessel ought to tip to ladies on passing yachts, whereas other pilothouses have no visor at all and look like a guy with his eyebrows singed off. Once in a blue moon we see a good looking pilothouse on a fishing vessel!

If you are going to build a boat that you expect to own for at least 10 or 20 years or more, why not spend a little more money and have a decent looking pilothouse? Design one that does not slap everybody in the face when they look at the vessel.

General Construction and Appearance

The frame should be rather massive and for best results, it should be rodded right down through plate and clear down through the sills with bronze rod. I say bronze rod, for iron or steel rod might have some strange effects on the compass. It is best to have well fitted corners with a heavy corner post that is rabbeted to receive the planking of both side and end, this for strength, tightness and appearance. The outward corner of the corner post may be rounded off to a nice curve that falls away into the original square corner at top and bottom for the very best appearance.

The sills of the pilothouse should be rabbeted to receive the planking of the sides. They also should be constructed and fitted to the vessel in such manner that the nuts on the through rods can be taken up now and then.

I do not like to see a mast stepped through a pilothouse. Aside from its nuisance value inside of the house, it will weaken the structure. Normally, a pilothouse cannot be constructed to stand the strain of the mast, even working in a sea, unless it is securely wedged in the heavy deck or house top below and given an inch or more of clearance through the pilothouse top with only a mast coat at that juncture.

Personally, for sheer good looks as well as good visibility, I am particularly partial to the round front type of pilothouse such as customarily is found on tugs and oyster-boats. This costs a little more to construct but it is always a pleasure to look at and the visibility is splendid. For best appearance, a moderate sized visor should be used and this really does afford some shade for the helmsman's eyes, which is good. One of the features of the round pilothouse is that it still looks good whether it is wide and low or narrow and high. But for that matter, why have a pilothouse that is extreme in either direction? Why not build the house to such proportions that it looks well aside from the shape of it?

If a square pilothouse must be built, it can be built to be fairly attractive. I think I might say here that for a good sample of design in a square cornered pilothouse, none better can be used than that of the old 75' Coast Guard cutters. They had good proportion and good window and door layout.

I never could see any excuse for these six-sided pilothouses with their 45° angle forward corners. They do not achieve the good looks of the round front pilothouse or the room of a square one and the latter, to my mind, looks better.

I think it a mistake in fair to large sized vessels to build pilothouses that are so low that the helmsman cannot see over the heads of persons on deck forward. The design of the vessel occasionally prohibits this height as it may appear excessive. But it is possible to build a pilothouse to that desired height in almost any eastern type dragger by locating the house atop the engine trunk, as is rather common. Of course, one way to get around apparent height of a deckhouse is to paint the upper half a light color and the bottom half a dark color.

Styles Used on Small Boats

The design of the pilothouses of small boats such as lobster boats is often ugly and given little thought. I think the ugliest is the sort of pilothouse which is just a shelter over the companionway (properly this should be called a caboose) and is not fitted to the crown of the deck but is allowed to lean outboard with the curvature of the crown. This is not done often but should never be done at all.

In this sort of boat, especially in the raised deck type, we often see the house built out pretty near the side of the hull. This is rather bad in that there is danger of the forward corner of the house fetching up against various things around docks and other boats.

The time honored idea of building the house over the companionway to one side is all right except that it always makes the boat look unbalanced. It just as well can be run across to the other side, even though it is over the engine for then it adds light and air to the cabin and looks well, if for no other reason. In many boats a light removable floor can be fitted over the engine and a small settee can be fitted on the cabin bulkhead over the engine.

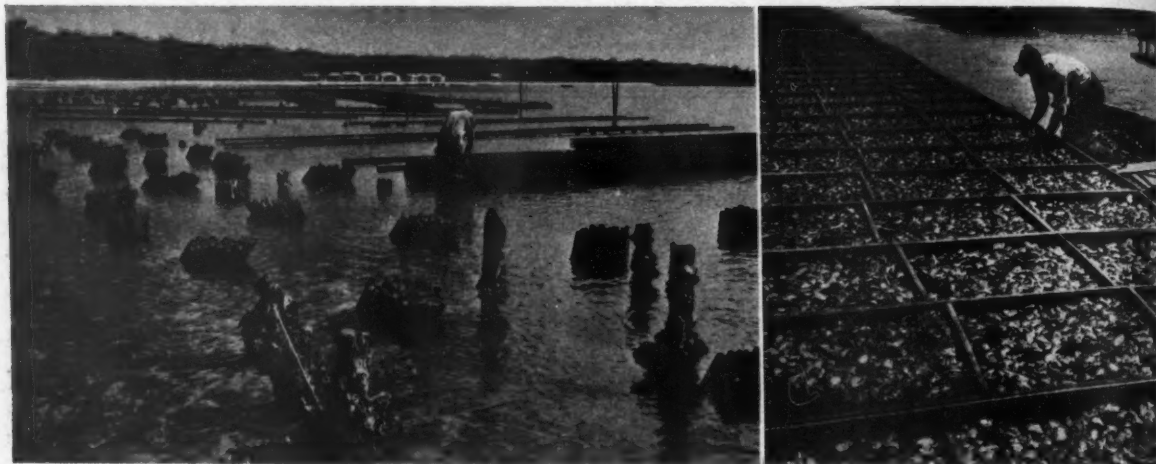
Many of the smaller boats are being fitted with cruiser type of semi-enclosed shelter these days rather than the caboose type of pilothouse. This shelter has some advantages and some disadvantages. The big fault usually to be found in these shelters is the fact that they are supposed to look better and somewhat streamlined by raking the forward ends. You can plead to people with tears in your eyes and tell them that the raking front wastes room and that spray lands on the glass and instead of just running down as on vertical glass, the wind shoots up the incline and holds the spray. But they give you and your horse sense the Royal Red Raspberry, waggle derisive thumb under derisive nose and build the things with the same damned so-called streamlined appearance. Then they finally learn.

I think the neatest small boat pilothouses in the world are used on some Northwest Coast small double enders which are used in the salmon industry. They have their cabins aft and cockpit forward. According to pictures I have seen, these boats have houses of the round front variety with many windows and are of substantial width and ample length to look good. The boats, if memory serves me correctly, are about 26' long and the pilothouses are about five feet long, four feet wide and maybe 20" or a little better in height. They are centered amidships and really look nice. The windows all around from after corner to after corner give a great amount of light below, good visibility, and look mighty shipshape.

A type of pilothouse which has its good points and is occasionally used on some of the moderate sized western type of dragger, is that which finds the forward part over the raised deck. The desk serves as a shelf for the compass, etc. and the rest of the house is at full height on the cockpit floor. The house, centered amidships, has a door on each side or the after end, and the companionway to the cabin (or fo'c's'le) is to one side of the pilothouse. This layout works well with fishing parties as the people going in and out of the cabin do not interfere with the man at the wheel. In fact, this setup is ideal in a boat that occasionally carries parties. A bridge can be fitted atop the house and in fine weather the helmsman can look over the heads of the passengers on the forward deck.

In this last mentioned type of pilothouse, the mast is stepped just abaft the house rather than just abaft the cabin bulkhead as is customary. Hoisting gear problems may be worked out by

(Continued on page 41)



Left: an Australian oyster grower catches spat by placing bundles of sticks upright in the water. Right: cultivation of growing oysters in trays raised off the bottom to protect the bivalves from their enemies.

Australians Cultivate Oysters on Racks

G. L. Kesteven Reports on Stick and Tray Cultivation*

IN Australia, oysters are raised on sticks or trays which are set on racks in shallow water where the bivalves are above water when the tide is out. Stick cultivation is probably of greatest importance in New South Wales from the point of view of quantity. Tray cultivation probably comes second from the point of view of quantity but rivals stick cultivation from quality point of view. It is clear that the employment of a number of different methods of cultivation is necessary in order to secure the best use of all the ground available, and also from the point of view of making best use of all the stock which is, or which may become, available.

In stick cultivation a period of depoting which is frequently required may be recognized as a special procedure for rearing. It consists of removing caught sticks from the situation where they were caught to a situation at or near which they will be matured. Here, however, they remain in bundles for three or six months or more, instead of being nailed out upon racks.

This procedure is necessary in order to protect the thin shelled spat from the activities of fish such as bream, toadies,

and so on. Its effect is to retard the growth rate of the oysters, partly, it is assumed, because the areas chosen for depoting do not permit rapid growth, and partly because of a retarding effect from being in bundles.

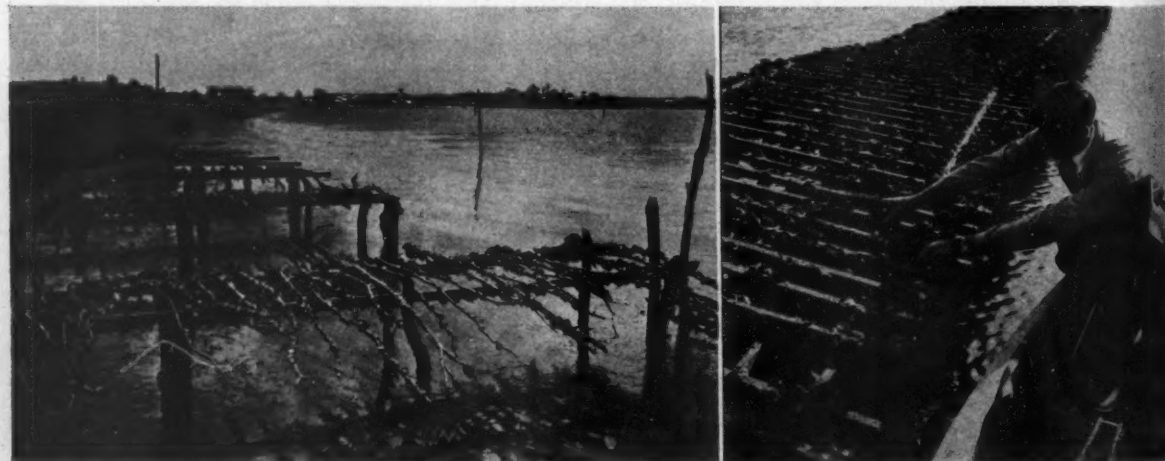
In the course of tray operations it is necessary to cull and thin out growing oysters to prevent the trays becoming too crowded. This introduces the question of density of cultivation. It is plain that the best answer to this question would be a direct one involving determined values of the amount of food required by oysters of various sizes and of the amount of food available in various situations chosen for cultivation. Lacking that answer, the approach to the problem must be made by way of an examination of the density of cultivation in various places, and by references to past experience on the various sites.

Losses of oysters, whether among natural or cultivated stock, may be considered in the following groups:

Inviability and Extremes of Water Conditions

There is evidence to show that, no matter how favorable conditions may be, a certain proportion of the larvae of each spawning cannot survive because they are what is described as non-viable, that is, there is some lethal factor in their con-

(Continued on page 39)



Left: on an Australian oyster farm, spat caught on sticks have been placed on racks to mature. Right: an oysterman growing market oysters by the stick cultivation method which requires constant attention.

* Excerpts from a condensation of Mr. Kesteven's report which was published in "Fisheries Newsletter", an Australian Department of Commerce and Agriculture publication. Illustrations used in this article are through the courtesy of the Australian Department of Information.

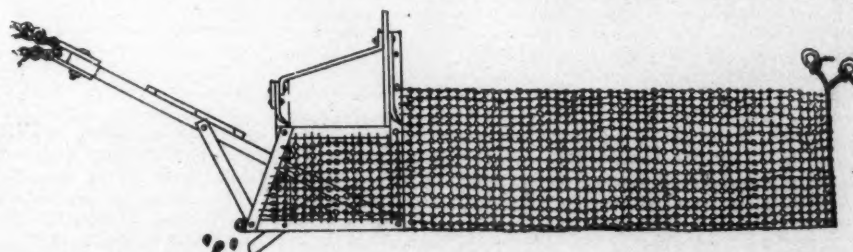
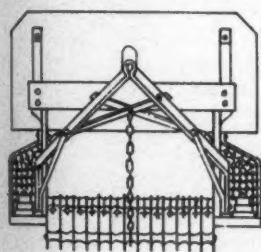
Methods of Handling Ocean Quahogs

Suggestions for Maintaining a High Quality Product*

THE ocean quahog found in the waters of Rhode Island and adjacent areas offers an excellent source of food and the industry developed around this mollusk during the war years appears to be sufficiently stabilized to make it an integral part of the Atlantic Coast fisheries. Because of its abundance, large size, and fine flavor, it has found a ready acceptance among processors of chowders and related shellfish products. On the other hand, its texture limits its possibilities to this restricted field. While the industry was developing, the U. S. Fish & Wildlife Service, in cooperation with the State of Rhode Island, undertook a technological and bacteriological investigation in order that the industry might produce a safe, wholesome product.

Originally, only two areas were fished, one southwest of Point Judith, R. I., and another southeast of the Point Judith whistling buoy. These beds are found at depths ranging from 80' to 120'. Since January 1944, new areas of commercial significance have been located near Newport, Sakonnet Light, Vineyard Light, and Block Island. An extensive bed also has been discovered between Gay Head and Cuttyhunk Island.

Dredging for ocean quahogs is similar to the power dredging of the bay quahog as practiced in the inshore waters of Rhode Island and Massachusetts. The only difference is that the ocean variety is taken in deeper water. The boats are regular fishing vessels of the dragger type plus a few converted oyster boats and are from 40' to 65' long.



Front and side views of a typical patented dredge used in the Rhode Island quahog industry.

Dredges used are of the Nantucket type and are known as "rocking chair" or "queer" dredges. In operation they act as a multi-toothed plow that digs through the bottom and scoops the animals into an attached chain bag which is equipped with a purse-string arrangement.

Towing the dredges is accomplished by a rope which is fastened to the towing arm of the dredge and to the Sampson post of the boat while the dredge is raised and lowered by a power winch driven by the boat's engine. The winch has a single cable drum equipped with either a hand or foot brake. The cable is fed from the winch drum to a block secured to the mast. It then runs through another block on the boom, and thence to the towing arm of the dredge. Dredging time between hauls is about 15 minutes. At the end of this time, the dredge is raised and the mud removed by rinsing the loaded dredge in the water several times. The dredge then is lowered on deck and the catch is dumped by releasing the purse strings. The annual average catch per boat is about 71 bu. per day.

The culled catch is placed in bags containing one bushel each (90 lbs.) and these customarily are stored on the deck of the boat without refrigeration or any protection from the weather. The bags are stacked on top of one another so that there is little opportunity for air to circulate between them. Upon arrival at the dock, the bagged catch is transferred to a closed truck which usually is not refrigerated. The period of truck transportation varies with the distances to the plants. Occasionally, the catch is kept in the truck for as long as two or three days.

*Condensation of a report by W. Arcisz and L. A. Sandholzer, bacteriologists of the U. S. Fish and Wildlife Service.

At the processing plant, the bags frequently are piled on the floor of the warm or heated shucking house and are kept without ventilation or refrigeration until shucked. The shuckers supply themselves with shellstock by carrying a bag over to the bench where the quahogs are dumped out and are washed free of mud with running water. The meats are shucked into gallon containers and are delivered to a packing room where they are dumped onto a perforated metal platform and washed with fresh water before being packaged. After packaging, they are refrigerated.

The major difficulty in the ocean quahog industry is the production of a commodity which can meet the bacteriological standards established for shellfish by the U. S. Public Health Service in 1946. Investigations revealed that methods of storage, lack of adequate refrigeration and certain plant practices should be rectified if the initial high quality of the ocean quahog is to be maintained until the final product reaches the customer. It should be neither too costly nor too troublesome to produce a seafood of excellence from this shellfish.

The bags used for storing the shellstock should not be reused without having been laundered. They also should be stored in such a manner as to prevent exposure to external contamination.

Aboard the vessel, the bagged catch should be protected from direct exposure to the sun and heat. Preferably, the shellstock should be thoroughly iced as soon as possible after removal from the water. It also should be stored in a manner which will

protect it from exposure to bilge water or other sources of contamination.

Upon return to port, the ocean quahogs should be re-iced, if necessary, or transferred to a refrigerator. If further hauling is required, it should be done in a pre-cooled vehicle. Shellstock should not be permitted to stand unprotected for any length of time on the dock or on the deck of the vessel.

The trucks used for transporting shellstock should be designed to prevent contamination of the ocean quahogs from dust and dirt and the load should be kept thoroughly iced until removal at the plant.

Throughout the period of storage, the ocean quahogs should be kept at a temperature not higher than 40° F. It is recommended that the shellstock be held no longer than 24 hours before shucking and that 48 hours should be the maximum period of storage for the shellstock.

Shellstock should not be washed free of mud on the benches while shucking is in progress. It would be desirable to have a separate bench for this purpose and to have only clean quahogs on the shucking benches.

As soon as the ocean quahogs are packaged they should be refrigerated. The lag between the packaging and refrigeration should not exceed 30 minutes at any time.

Ocean quahogs must be kept at a temperature not exceeding 40° F. at all times until used. Shipments must be kept properly refrigerated throughout the period of transit.

These recommendations are based upon observations of the ocean quahog operations and indicate methods of eliminating some of the chief obstacles in the way of maintaining high quality production.

Fine Lines Give "Pam Ann" Good Speed

99 ft. Dragger is Well Equipped and Has Commodious Quarters

THE new 99' wooden dragger *Pam Ann* started her fishing career last month under command of Captain-owner Russell Grinnell, Jr. of Gloucester, Mass. She landed 50,000 lbs. of fish at New Bedford on October 9, and 98,000 lbs. at Gloucester on October 24. Dan Saunders is mate and David Griffith, engineer.

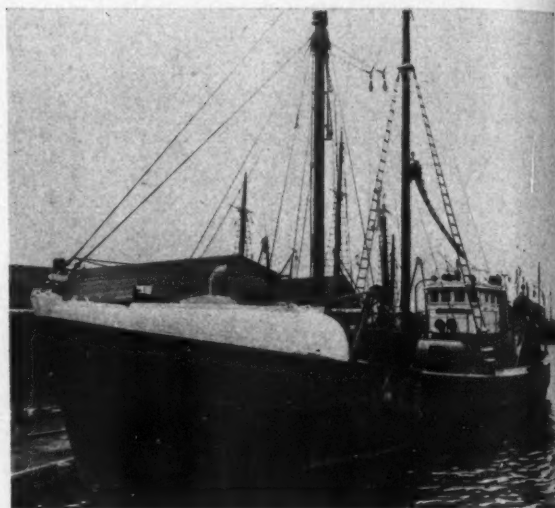
Designed by Geerd N. Hendel, naval architect of Camden, Maine, and built by Casey Boatbuilding Co., Fairhaven, Mass., the new vessel is one of the finest in her class. While no details were overlooked in providing up-to-date operating conveniences, from both equipment and arrangement standpoints, a primary consideration in designing the boat was the living comfort of the crew. As a result, the quarters are exceptionally roomy and have yacht-like facilities. Another feature of the vessel is found in the lines of her hull, which are unusually fine in order to allow the boat to drive easily at good speed. Because of fine lines and commodious quarters, the carrying capacity of the vessel has been sacrificed somewhat. However, she will ice down 150 to 160 thousand pounds of fish which is all that a boat of her type ordinarily catches.

The *Pam Ann* was named for the owner's daughter Pamela and wife Ann, and is the largest fishing craft ever to be built in the Fairhaven area. She has an overall length of 99'8", is 90'6" on the waterline, and has a beam of 21'6" and draft of 12'. Her displacement is 227.5 tons.

The boat is of rugged construction throughout. She has double sawn moulded oak frames sided 4 3/4" and spaced on 19" centers with one half of the frame extending to the under side of the rail cap. The keel is in two pieces, each one sided 10" and moulded 10", while the keelson is 10" x 10". Deck beams are moulded 6 3/4" and sided 4 1/2", the shelves consist of one piece of 4" x 6" yellow pine and two pieces of 4" x 5", the clamps consist of two pieces of 2 3/4" x 9" yellow pine and the lodger is 5" x 6". Planking is 2 3/4" oak to the turn of the bilge, with the topsides of yellow pine, and the first garboard is 10" x 3 3/4", edge fastened at every second frame space.

The hull has 3/4" oak sheathing between and in the way of the fore and aft gallows frames, and is covered with 1/8" galvanized iron, 10' wide, in the way of the gallows. Bulwark planking is 1 3/4" fir and decking is 2 1/4" fir covered with 1" spruce sheathing. The vessel has 1 3/4" yellow pine ceiling over its full length. Matched fir sheathing is utilized on the deckhouse and the trunk is of steel. International paint was used on the vessel, which has a green and black hull and white and buff superstructure.

The bulwarks of the whaleback are rounded into the fo'c's'le head deck in order to lessen the possibility of bumping at dock,



The new 99' dragger "Pam Ann" at New Bedford, Mass.

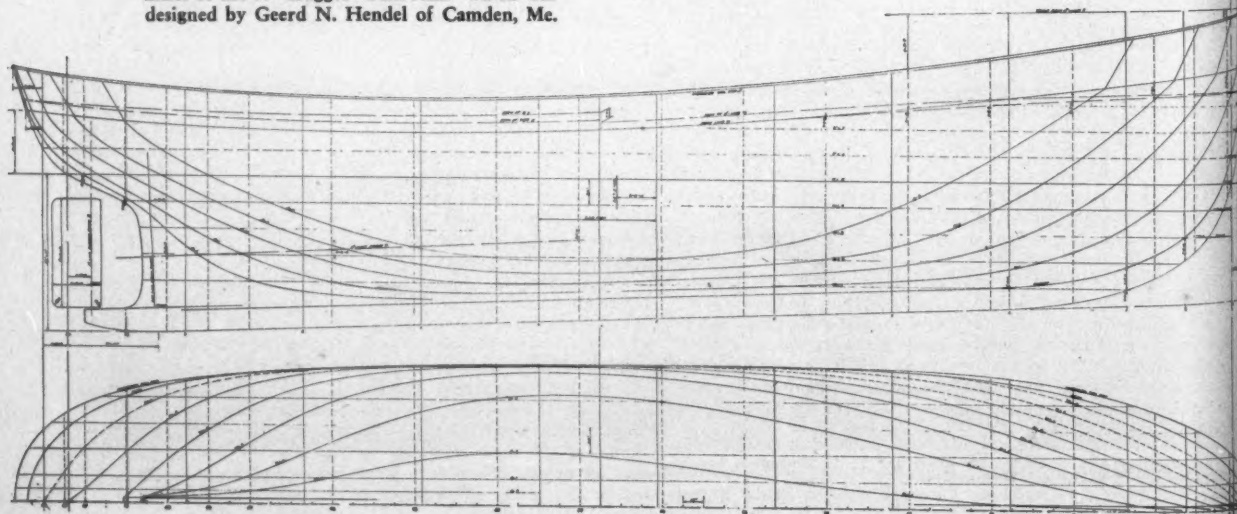
and the deck is carried aft diagonally from each side to the foremast, thus giving maximum weather protection on the forward main deck.

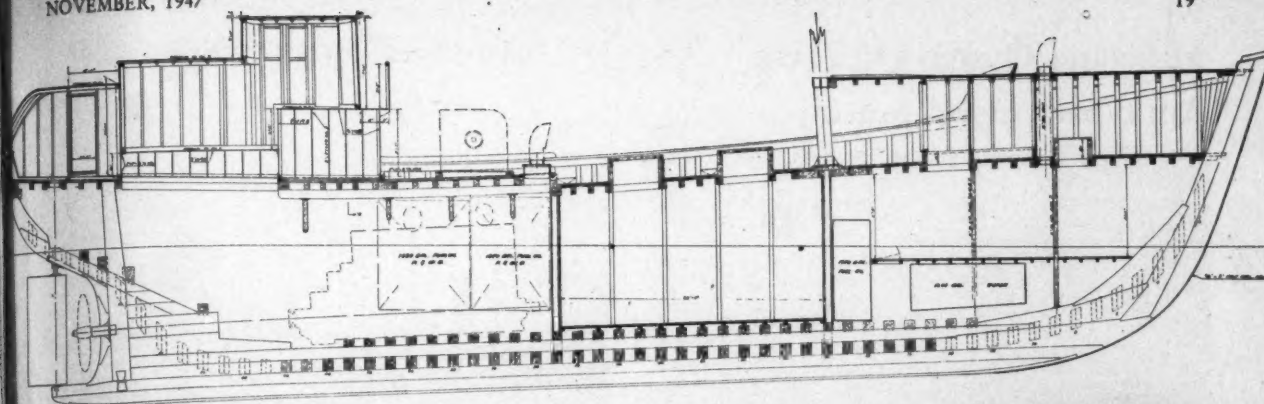
The pilothouse, which is set high, has excellent vision in all directions. The stateroom has rectangular portholes on either side and there is a door leading to the passageway which connects the afterhouse and cabin. There is a full bridge around the pilothouse which is reached by ladders extending forward rather than on the sides.

The vessel has accommodations for eight men forward and four aft in addition to the captain's stateroom. There is a toilet and washroom in the after house as well as a toilet room under the whaleback which contains a 100 gallon fuel tank for operating the Shipmate galley range. The fo'c's'le is provided with a sink, and has a blower which discharges galley fumes under the whaleback. Fresh water is carried in a 1,000 gallon tank under the fo'c's'le floor and a 150 gallon tank aft.

An example of the many conveniences which have been provided on this boat is the workbench in the after house which can be used by any of the crew without going below. As an

Lines of the 99' dragger "Pam Ann" which was designed by Geerd N. Hendel of Camden, Me.





Inboard profile construction plan of "Pam Ann".

added safety factor, generous use has been made of grab rails throughout the vessel.

The *Pam Ann* is powered with a 400 hp., 300 rpm., 6 cylinder, direct-reversing Atlas Diesel which gives the boat a speed of 12 knots. The engine is equipped with Alnor pyrometer, Weston magneto type tachometer and Kingsbury thrust bearings, and swings a 72" diameter Columbian propeller on a 6" Monel metal shaft.

The auxiliary power unit consists of an 8 hp. Lister-Blackstone Diesel driving a 5 kw. Ideal generator and operating two Marine Products belt driven pumps for auxiliary bilge and deck service. A 5 kw. Ideal generator and bilge pump are driven off the main engine, and there are two 2 hp. electrically operated pumps, one a Viking model for bilge service and the other of Weinman make for deck service.

The vessel is equipped with a New England "Highliner" electrically driven winch carrying 450 fathoms of $\frac{7}{8}$ " Wickwire cable on each drum. The winch engine, located in the after port side of the engine room, is a 110 hp., 1200 rpm. General Motors Diesel unit driving a 65 kw., 240 volt General Electric generator which operates a 75 hp. General Electric winch motor.

The winch power unit is of new design with the winch motor being connected to the generator by a system requiring no fuses or switches, since power is controlled by a conveniently operated drum controller that supplies current to the generator field as power is needed. A feature of this electric drive is that the winch can be operated in either direction. Another advantage of the electric winch system is a switch-over arrangement on the panel that is used when the main engine is shut down while hauling gear, which makes it possible to charge the batteries for light and power requirements by current from the exciter on the winch generator.

The winch motor is located directly under the pilothouse in a small room that is accessible from either side of the deck. This room also contains the engine room escape hatch which is



Capt. Russell Grinnell, Jr., left, owner of the "Pam Ann"; and David Griffith, engineer.

fitted with an electric blower, and provides space for an Ingersoll-Rand auxiliary compressor, driven by a 3 hp. motor.

The dragger has 110 volt Surrette HHG31 batteries of 283 ampere hour capacity at the 8 hour rate, which are placed in a wooden compartment with removable cover at the after end of the engine room directly under the switchboard. Fuel oil capacity is 7500 gallons with 5500 being carried in the engine room tanks and 1500 gallons forward under the galley dresser. The forward tank is available for trimming purposes and can be filled from the after tank if desired.

The *Pam Ann* is lubricated with Socony-Vacuum products, rigged with Columbian rope and carries a 300 lb. Danforth anchor and 5 hp. New England hoist. Navigating equipment comprises Kelvin-White Compass, Bludworth direction finder, 50 watt Hallicrafters telephone, Submarine Signal Fathometer and Kahlenberg fog horn.

Shallower Fish Storage Pens Improve Landed Quality

To measure the pressure to which the fish are subjected at various depths in boat fish holds, the Fish and Wildlife Service made tests at Boston. A slightly inflated rubber bladder, which had air-tight connections through copper tubing to a manometer, was placed at the bottom of a fish pen. Then fish (haddock) and ice were placed in the pen to a depth of 24". When the apparatus reached constant temperature, the manometer showed that the pressure on the bladder was 86 lbs. per sq. ft.

Each day thereafter the pile was built up to a higher level with more fish and ice, and the new pressure reading was recorded. By the fifth day, the height of the pile had reached 60", and the pressure reading was 346 lbs. per sq. ft.

To show how the pressure varied with time at a constant depth, an additional experiment was carried out. The bladder was placed at the bottom of a pen and covered with ice and

fish as before to a depth of 52". The initial pressure at constant temperature was found to be 389 lbs. per sq. ft. On each succeeding day any decrease in the height of the pile was made up with fresh fish and ice, and the pressure again determined. By the third day, the pressure reading for the 52" pile had risen to 446 lbs. per sq. ft. The decreases in height that had to be made up were evidently due to the settling of the pile and, perhaps, compression of the fish, as well as to the expression of their body juices and melting of the ice.

Upon examination of the fish stored in the deep pen, it was found that those from the lower part were badly crushed and were considerably inferior to those that had been stored in shallower pens. In similar experiments, Ellison (1934) demonstrated that fish lose 10 to 12% in weight during storage in deep pens.

From these experiments it is obvious that, to reduce the bruising of fish aboard many of the larger vessels, shallower pens should be used. In fish pens about 30" deep, or approximately one-half the present depth, the pressure exerted on the bottom layer of fish would be reduced to 144 lbs., or less, per square foot, and the fish would lose less weight, have fewer bruises, and be of generally better quality when landed.

Maryland Oyster Dredgers Anticipate Good Season

November 1 was the opening day for dredging of oysters in the Maryland waters of the Chesapeake Bay, and many packing plants began operations at that time. Some packers began operations on September 1, but only tonged oysters and oysters from private grounds were available then.

The oyster dredgers are anticipating a good season this year, and maintain that they will do well even if the take is small, as prices are high. Oysters in the shell brought from \$1.50 to \$2.90 in the wholesale markets during September and October, and shucked stock also was high.

Several new packing plants have opened on Deals Island, one of the leading of which is the Carl Hoffman Oyster Co. There are a number of oyster packing plants on the Sinepuxent Bay, and several shucking plants are located in the area from Ocean City to Stockton. Fairly large quantities of oysters are brought to Crisfield by trucks from the Sinepuxent Bay.

Big Soft Crab Run During October

The Maryland soft crab season, which closed on November 1, was a good one for both the crabbers and packers. The State had one of the best soft crab runs ever known during October, and some Smiths Island crabbers sold the crabs they took in one day during the month for \$60.

Hard crabs are bringing as high as \$25 a barrel for large jimmies to as low as \$2.50 for female crabs. Crab meat also is bringing high prices.

Watermen Hold Several Meetings

John E. Clark, chairman of the Maryland Tidewater Fisheries Department, was the principal speaker at a meeting of about 200 watermen at Cambridge on October 20. The meeting, of which Irving Parks was chairman, was called to promote effective legislation for watermen, and to get the aid of the industry in putting across a beneficial plan.

Three tongs were selected at the meeting to serve on a tongs' committee, and two more will be appointed at meetings to be held at Bishops Head and Secretary. Those chosen included Naylor Parks, Fishing Creek; Ronald McGlaughlin, Taylors Island (Little Choptank); and William Dail.

Those named to the dredgers' committee included William Hubbard, Sangston Todd, Arlie Baker and Samuel Fitzhugh. Another member will be selected at the Bishops Head meeting.

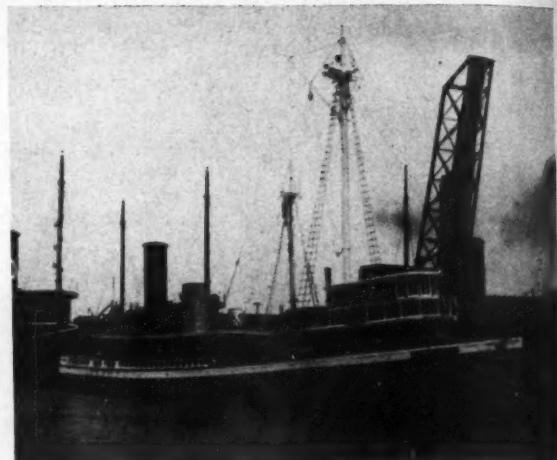
A group of watermen met at Deals Island October 24, under the auspices of the Maryland Commercial Fishermen's Association, and the tongs who were present elected three of their number to the Somerset County Tongs' Committee: Rossie Webster of Dames Quarter; Willie Waters of Deals Island; and Oscar Travis of Chance.

The dredgers also elected a committee of three to represent them on the Somerset County Committee. Those named to this Committee were Eldon Willing, Julius Webster and Clyde Webster.

Smiths Island watermen, who have been organized by the Maryland Commercial Fishermen's Association, met at Tyler-ton on October 25. Speakers at the meeting included John E. Clark, chairman of the Tidewater Fisheries Department; Ralph C. Hammer, oyster culturist; Wells W. Todd, member of the House of Delegates from Somerset County; Attorney Lionel Bennett of Crisfield; and two directors of the Maryland Commercial Fishermen's Association, Ira T. Todd and Sidney O. Landon, both of Crisfield. According to Gilbert H. Moore, executive secretary of the Association, 57 Smiths Island fishermen are members of the organization.

Potomac Committee Makes Recommendations

The committee appointed by the Governors of Maryland and Virginia to study the fishery problems of the Potomac River has recommended the following to the citizens of the two States: that the Compact of 1785 between the States of Maryland and Virginia pertaining to the Potomac River be honored so long as the Compact is in full force and effect; that all laws enacted by the Legislatures of the two States under the Compact, including those pertaining to the taking of oysters, fish and crabs, be strictly adhered to until repealed or amended in accordance with the provisions of the Compact; and that both States be equally responsible for enforcement of these laws.



The Consolidated Fisheries Co. 126' menhaden boat "Leander Wilcox" of Lewes, Del. skippered by Capt. Eugene Swift. She carries a crew of 30 and has a capacity of 400,000 lbs. Her equipment includes a 450 hp. Fairbanks-Morse Diesel, a 60 x 46 Columbian propeller and Linen Thread Co. Gold Medal seines.

Lewes, Delaware Bids for Top Place Among Country's Fishing Ports

The fishing town of Lewes, Del., which had the second largest landings of any fishing port in the nation last year, is reported to be making a strong bid for first place this year. Residents of the village, lying within a protective cove of Cape Henlopen, believe heavy hauls of menhaden this season, together with new facilities employed at the town's two large fish plants, may place Lewes ahead of all other fishing ports this year.

In order to handle the increased catches, one of the two processing plants, the Consolidated Fisheries Co., has installed a new 12" rubber vacuum hose to suck up fish from the holds of the steamers, which usually return to port with from 100 to 200 tons of menhaden. Although this species, valued for its oil and as fish meal and fertilizer, constitutes the major portion of the catch, many other types of fish are brought in.

Since 1631, when a Dutch whaler named David Pieterseon Devries landed at Lewes and 28 colonists arrived the following Spring to set up a whaling business, fish have played a major role in the development of the port.

Rehoboth Beach Has Big Sea Trout Run

Apparently driven north by unseasonably warm weather, literally hundreds of thousands of sea trout hit the shore at Rehoboth Beach, Del. the last week in October. The run of sea trout was said to be the largest ever known at that port.

Fishermen had some advance warning of the run, as they had taken unprecedented hauls of the fish close to shore several days previously.

Crisfield Featured in "Holiday"

The November issue of *Holiday* magazine features an article on Maryland which includes much information and several photographs of the seafood industry of the State, particularly Crisfield, described as the "Seafood Capital".

Pictures, many in color, show the following: the City's skyline, with crab floats in the foreground; Bill Parks lifting a crab pot; a 14" hard crab; power boats coming into port loaded with crabs; barrels of crabs on the wharf ready to be cooked; crabs being poured into cooking kettles; the cooking kettles being removed after the crabs are cooked; crab pickers at work; the cleaning of crab shells which are shipped and used in making deviled crabs; a tray of soft shell crabs packed for shipment; an oyster tonger at work; an oyster boat plowing through the water with all sails set and its deck loaded with Chesapeake oysters; oysters being opened; and the shell pile at the lime plant where shells are crushed for poultry, grit and lime.

Maine Has Record Landings At Rockland in October

Total fish landings at Rockland during October were 7,993,000 lbs., representing the largest amount for that month in the history of the port. Redfish accounted for 2,979,000 lbs.; groundfish, 559,000; and herring, 4,455,000 lbs. Highliner of the month was the *Eagle*, Capt. Donald Joyce, who brought in 313,000, followed by the *Aloha* with 306,000.

Included among good trips landed at Rockland during October were the following: *Helen Mae II*, 65,600 lbs.; *Ocean Spray*, 68,200 lbs.; *Aloha*, 116,900 lbs.; *Little Growler*, 60,500 lbs.; *Helen B.*, 61,300 lbs.; *David A.*, 84,800 lbs.; *Flo*, 90,000 lbs.; *Ethel C.*, 81,900 lbs.; *Katherine & Mary*, 73,400 lbs.; *Eugene H.*, 81,500 lbs.; and *Eagle*, 93,300 lbs.

August Lobster Catch Sets New Record

The largest lobster catch ever recorded for a single month, a total of 3,351,720 lbs., was landed at Maine ports during August. Although this record exceeded the previous high by more than 400,000 lbs., totals for the first 8 months of 1947 were nearly one million lbs. under the corresponding period of last year, and the decline in income amounted to \$653,000.

Scallop production, augmented by year-round offshore fishing, took a sharp jump, with August landings of 93,739 lbs. bringing the eight-month total to 325,890 lbs., for an increase of 285,000 lbs. over the comparable period last year.

The biggest proportionate decrease was in mussel production—a drop from more than two million lbs. during the first 8 months of 1946 to 8,000 lbs. for the same period this year. Other principal species to show a decline were redfish, cod, hake, cusk and herring.

Total fish and shellfish landings up to September 1 of this year were twenty-two million lbs. under 1946 production for the same period.

Scalloping Starts Earlier

Under a new State law, the Maine inshore scallop season opened on November 1, a month earlier than usual, and will close on April 1, which is two weeks earlier than formerly. According to Sea and Shore Fisheries Commissioner Richard E. Reed, local regulations will not be affected by the new scallop law. The Bagaduce River area, from Dice's Head in Castine through the southern point of Nautilus Island to the Brooksville shore, will continue to be closed each season until January 1, after which time scalloping will be allowed for a three-month period.

Although the scallop catch has been seriously declining for the last 30 years, Reed predicted that on the basis of last year's success in Washington County waters, fishermen in that region would be especially active this Winter.

He announced that a program of scallop research, designed to



The Maine Department of Sea and Shore Fisheries 52'6" patrol boat "Maine", now operating out of Rockland. Ronald Green is captain, and Clayton Simmons, engineer. She is equipped with a 90 hp. Superior Diesel.



The 70' sardine carrier "Whileaway", operated by Bath Canning Co., Bath, Me., and skippered by Capt. Chas. Hooper. Power is supplied by Chrysler Royal engine with 5:1 reduction.

improve the scallop fishery in years to come, is being sponsored jointly by his Department and the University of Maine.

Fisheries Advisory Council Appointed

Governor Horace A. Hildreth has appointed the following men to the recently created five-man advisory council for the Maine Sea and Shore Fisheries Department: Elroy Johnson, Harpswell; Eugene Rich, Camden; Robert Kinney, Bar Harbor; Augustus Heansler, Deer Isle; and Clifford Look, Addison.

Feyler Plant Swept by Fire

The fish plant of Rodney E. Feyler, Thorndike & Hix Wharf, Rockland, was swept by fire on October 30. The fire, which is believed to have started in a smokehouse, threatened the entire waterfront district for a time.

Mr. Feyler estimated his equipment loss in excess of \$15,000, plus the loss of 5,000 lbs. of select lobsters and a like weight in cured and fresh fish. The smokehouse was valued at \$1,000.

New Wholesale Fish Business

Arthur Boynton and Richard Staires of Portland have formed a partnership known as Cooperative Seafoods, to conduct a wholesale fish business at 56 Portland Pier.

Thomaston Yard Building Sardine Carriers

Newbert & Wallace, Thomaston, has contracted to build three sardine carriers—one each for Holmes Packing Co. of Rockland; North Lubec Canning & Mfg. Co. of North Lubec and Rockland; and Bath Canning Co., Bath.

With the exception of being slightly longer, the three vessels will be built on the same mold as the 78' *Low-Ann* which the yard recently completed for Bath Canning Co., and will be delivered next Summer.

Smack "Mayflower" Repowered

The lobster smack *Mayflower* owned by N. F. Trefethen Co., Portland, recently was repowered with a 4 cylinder, 110 hp. General Motors Diesel with 3:1 reduction sold by Walter H. Moreton Corp. A six cylinder 165 hp. General Motors Diesel with 3:1 reduction is being installed in the 65' Gulf Oil tanker *Rockland Gulf* at Camden Shipbuilding and Marine Railway Co., Camden.

GULF COAST

Louisiana Prospects for Shrimping Good

Although the shrimp catch for the first 9 months of 1947 in the Morgan City-Berwick-Patterson area was approximately 7,000 barrels less than the catch for the same period of 1946, it is estimated that with average weather during the remaining part of the year, the 1947 catch will top that of last year.

The loss in production this year was attributed to the fact that shrimping was prohibited during a 60-day closed season, which ran from June 10 to August 10. During the months of June and July last year, 6,991 barrels of shrimp were landed.

A total of 3,556 barrels of shrimp were landed in September of 1947, as compared to 1,225 barrels in September of last year. The shrimp take for the first 23 days of October this year also showed an increase over the catch during the comparable period of 1946.

The shrimp catches which were brought into St. Mary Parish ports between the 9th and the 14th of October were the best landed during the past 10 months. Most of the shrimp were of the jumbo size, bringing the top \$70 per barrel price.

New Union Submits Working Agreement

The Louisiana Fishermen's and Allied Workers' Association, CIO, has distributed copies of a working agreement to all seafood dealers for their consideration. The agreement provides that the dealers shall officially recognize shrimpers and fishermen as employees, not as contractors or sub-contractors, and requires that the dealers institute the check-off system.

The Louisiana Fishermen's and Allied Workers' Association is the former Gulf Coast Seafood Producers and Trappers Association, Inc., all funds and property of the latter having been transferred to the new organization.

State Owned Oyster Reefs Opened

The Louisiana State owned natural oyster reefs east of the Mississippi River were opened to the taking of oysters for steam canning plants November 1 by the Wild Life and Fisheries Department. These reefs have been closed since last May.

A new regulation was put into effect this year whereby the plants will pay for oysters taken from the reefs by yield instead of by barrel. It is said that the practice of having the plants pay for the oysters by the barrel has encouraged oystermen to take all types of small oysters and shells. Under the new regulation, only the mature oysters will be used, and the smaller oysters and shells will be replaced on the reefs.

Two New Shrimpers Join Fleet

Two new shrimpers, the *Sherry Ann*, owned by Billy Kenon, and the *Rose Marie*, co-owned by Vernon Allen, who skips her, and J. C. Orfanello, joined the Morgan City, La. shrimp fleet during October. The *Sherry Ann* was built by the Nix Boat Yard, St. Augustine, Fla., while the *Rose Marie* was constructed



The 45' shrimper "George C." owned by Capt. W. W. Sachtleben of Aransas Pass, Texas. Her equipment includes a 225 hp. General Motors Diesel with a 1.5:1 Twin Disc reduction gear, Michigan propeller, Willard batteries and Gold Medal nets made by Linen Thread Co. She is painted with Pettit paint and has a capacity of five tons.

by Diesel Engine Sales Co., also of St. Augustine. Both trawlers unload at the Jumbo Shrimp Co. plant at Morgan City.

Other new boats in the fleet supplying the Jumbo Shrimp Co. are the *Southern Belle*, owned by A. F. Sauls; the *Carlette Ann*, owned by B. J. Bourdeaux; and the *Lee Hardiman*, owned by Billy Kenon.

Terrapin Distributed in Coastal Parishes

More than 1,000 small diamond-back terrapin which were turned over to the State of Louisiana by the Federal Government from a hatchery at Beaufort, N. C. were distributed among the coastal parishes recently by Dr. James N. Gowanloch, chief biologist of the Louisiana Wild Life and Fisheries Department. A number of the baby terrapin were retained by Dr. Gowanloch for a close study on their development.

It requires 6 years for the terrapin to reach maturity, at which time they are rarely more than 6" in diameter. The individual terrapin of that size sell for as much as \$9 apiece.

Boyce-Harvey Made Caterpillar Distributor

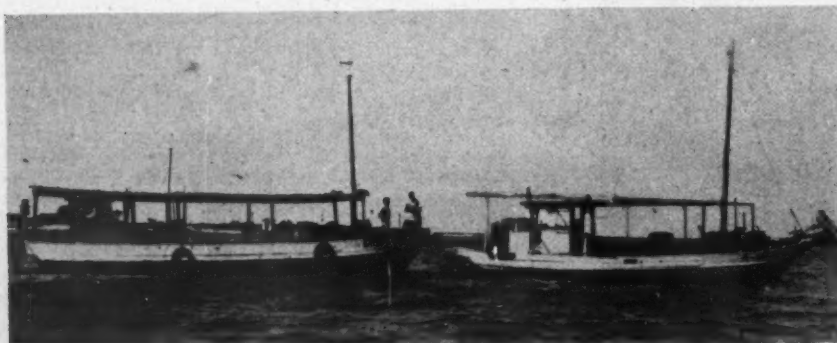
Boyce-Harvey, Inc., Baton Rouge, has been named distributor for Caterpillar engines in southern Louisiana. The firm is composed of James and Clark Boyce and Noland Harvey. The Boyce brothers have been engaged in the equipment business in Baton Rouge for some time, and Mr. Harvey has been associated with Caterpillar distributorships for many years. Branch offices will be maintained in New Orleans, Lake Charles and Morgan City.

Grand Pass Laboratory to Be Rebuilt

Plans are underway for the construction of a new oyster laboratory at Grand Pass, La. to replace the one destroyed in the September hurricane. Experts of the Louisiana Wild Life & Fisheries Department, who had been conducting studies at the laboratory on the cause of the increasing oyster mortality in State waters, are now using the facilities of the Pensacola, Fla. laboratory.

Alabama Shrimp Prices High

Although shrimpers who ply the waters of Mobile Bay, Ala. and Mississippi Sound have had poor results from their netting so far as quantity is concerned, they are getting good prices. One shrimper reported receiving \$70 a barrel recently for the large-size variety occasionally netted in the Sound. The more common size shrimp are bringing the fishermen \$40 a barrel this year, compared to last year's average of \$30.



The fishermen "Emma Harvey" (left) and "Charles Redding Jr.", respectively owned and skippered by Capt. Weldon "Dock" Collier and Capt. James Collier, both of Cedar Point, Ala. Both boats are powered by 65 hp. D4600 Caterpillar Diesels.

Gloucester Mackerel Seiners Make Late Strike

A deluge of mackerel struck Gloucester on October 18, when 24 seiners arrived with 1,141,000 lbs. of the fish, for which they received from \$5.75 to \$6.60 per 100 lbs. The fish brought fishermen and boat owners about \$60,000, and were caught the previous night off the Highlands. Most of the mackerel went to the box and barrel trade, to be shipped to other markets.

The largest catch was made by the seiner *Rose and Lucy*, which hailed for 100,000 lbs., giving the crew a gross share of \$220.

The mackerel catch for October, through the eighteenth, totalled 4,115,100 lbs., and was three times as great as production during the corresponding period of 1946. Of the total landings, Gloucester took 123 trips, with 3,171,100 lbs., while Boston took 36 trips, with 944,000 lbs. The increased mackerel landings during October of this year were said to have been due principally to unusually warm weather.

A price of \$23.75 per 100 lbs. was paid for mackerel on October 7, when 7 seiners landed 14,500 lbs. This was said to be the highest price quoted for mackerel at Gloucester for many years.

Large Amount of Redfish Landed

A total of 1,733,000 lbs. of redfish were landed at Gloucester on October 6, and despite the great volume of this variety most of the fish sold for 4½¢ per pound. The redfish was landed by 19 boats, and brought boat owners and fishermen about \$78,000.

The price for redfish reached the season's high on October 14, when \$7.05 was quoted per 100 lbs.

Changes in the Fleet

The Gloucester dragger *Doris F. Amero* has been sold by Capt. Nelson Amero to Mrs. Maud Amero and Bernard Amero. She will be skippered by Capt. James N. Tucker, formerly in command of the dragger *Eugene H.*

The dragger *Portugal*, which has been shrimping out of Paterson, La. since last April, plans to continue shrimping there

Regulate Oyster Sales from Private Reefs

Regulation A-52, pertaining to the sale of oysters from privately owned Alabama reefs, was promulgated recently by Conservation Director Bert E. Thomas. The regulation provides that at the time any owner of a private oyster reef shall sell oysters from such reef, he shall give a receipt to the purchaser of such oysters, which receipt shall show the name and address of the purchaser, the number of barrels so purchased, and shall be signed by the owner of such reef. A copy of this receipt must be sent to the office of the chief seafood inspector of the Department of Conservation at Bayou La Batre.

Mississippi Recovering from Hurricane

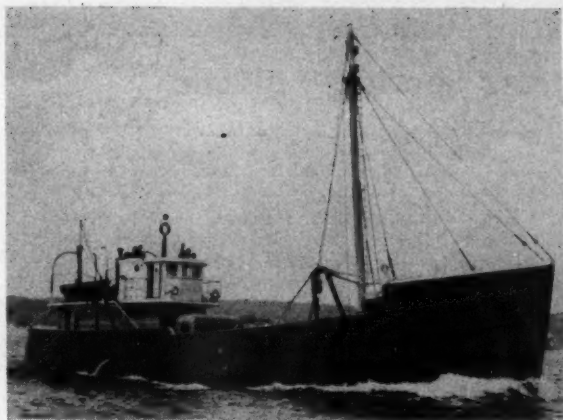
Most of the Biloxi, Miss. seafood plants had resumed handling shrimp by October 15, following the hurricane of the previous month. However, no canning operations were underway at that time, and shrimp catches were being shipped frozen. Large stocks of shrimp were on hand in the two Biloxi storage plants.

The U. S. Engineer's steam crane *J. M. Pratt*, which has been aiding in rehabilitating the Biloxi seafood industry, completed its work there the week of October 13, and went to Gulfport. The crane floated 22 shrimpers, and several others were floated by other means. Steam boxes which were washed or blown overboard in the storm also were picked up.

Texas Shrimpers Fishing Off Mexico

Three Texas shrimpers, the *Mackerel*, owned by "Buster" Goolsby of Port Isabel; *George C.*, owned by W. W. Sachtleben of Aransas Pass; and *Gulf Queen*, owned by Lance Harris of Port Isabel; are now shrimping off Mexico. The shrimpers' catches are being transported to Port Isabel markets by the 105' banana boat *Caribbean Queen*, which has its own artificial refrigeration equipment and furnishes ice to the shrimpers. The shrimpers expect to be gone several months.

Although other such expeditions have been made in the past, getting the shrimp to market is said to have been the stumbling block previously. Ice for refrigeration is reported to be hard to obtain in Mexico.



The 109' Gloucester dragger "Kingfisher".

until Winter, when she will transfer to Norfolk, Va. to spend the Winter in Southern dragging. The craft, reported to have done very well shrimping, is skippered by her owner, Capt. Albino M. Pereira, and has an all Gloucester crew.

The ex-mine sweeper *Positive*, which has been redfishing out of Portland under command of Capt. Richard Train, has joined the Gloucester redfish fleet. She is owned by New Jersey parties.

The dragger *Caroline & Mary*, Capt. Joe Rose, has returned to Gloucester after having been on the marine railways in Nova Scotia for five weeks.

New Dragger "Kingfisher" Catches Big Redfish

What is reported to be the largest redfish ever landed in Gloucester, a 4½ pound specimen, was brought in by the 109' x 23'10" x 12' dragger *Kingfisher* on Oct. 24. In her first three months of fishing, the vessel has caught 1,039,000 lbs. in 6 trips. She is owned by Lawrence C. McEwen and skippered by Capt. Mickey Densmore, and was built by Arthur D. Story Shipyard, Essex.

The *Kingfisher* is powered with a 425 hp. JS6 Cooper-Bessemer Diesel which swings a 72" diam. Hyde propeller on a 7" Monel metal shaft, giving the vessel a speed of 10½ knots. She has a capacity of 230,000 lbs., carries 9,000 gallons of fuel and has accommodations for 15. Her equipment includes New England "Highliner" winch and deck gear, RCA telephone and direction finder, Submarine Signal Fathometer, Way-Wolf heating system, 110 volt Willard batteries and Deseco 16 hp. Lister-Blackstone Diesel auxiliary unit.

Big Week's Landings

Fresh fish production at Gloucester during the week of October 13 totalled 6,737,100 lbs., landed in 204 trips, which amount is believed to represent the biggest landings for any October week. Although fish receipts usually taper off in October, open weather this year has made it possible to fish for longer periods. Whiting fishing was still underway the latter part of the month, as a result of the exceptionally fine weather.

"Lousan" Towed into Maine Port

The Gloucester fishing boat *Lousan* was towed into Biddeford Pool, Me. by a Coast Guard craft on October 11, after owner-skipper Henry Marshall had rowed 12 miles to shore for aid. The *Lousan* had drifted for 5 days and 4 nights as a result of her net becoming entangled in the propeller off Portland Lightship.

Gill Netters Find Pollock Scarce

The Gloucester gill netters continued to find pollock scarce during October, and early in the month were taking about as many hake as pollock. They attributed the poor fishing to warm weather.

Good Trips

Among big dragger trips landed during the month of October at Gloucester were the following: *Benjamin C.*, 173,000 lbs.; *Catherine Amirault*, 161,000 lbs.; *Kingfisher*, 222,000 lbs.; *Theresa M. Boudreau*, 192,000 lbs.; *Hilda Garston*, 220,000 lbs.; *Conquest*, 180,500 lbs.; *Florence and Lee*, 200,000 lbs.; *Positive*, 160,000 lbs.; *Julie Ann*, 183,000 lbs.; *Bonaventure*, 177,500 lbs.; *Emily Brown*, 196,000 lbs.; *Gudrun*, 180,500 lbs.; and *Corinthian*, 210,000 lbs.

North Carolina Menhaden Being Spotted by Plane

Herman Reid, managing operator of Ocean View Airways, Beaufort, is being employed by several Morehead City and Beaufort fish scrap and oil companies to spot schools of menhaden from the air and direct vessels of the fleet to the location of the fish by means of radio. Reid made his first menhaden spotting flight on October 28, and since that time the work has been carried on successfully, with many schools of menhaden being spotted. The area being patrolled extends along the coast between Cape Fear and Oregon Inlet.

The Federal Communications Commission granted temporary privileges for radio messages to be transferred between the plane and the boats after requests for these privileges had been received from the operators of local processing plants, from Dr. H. F. Prytherch, in charge of the commercial fisheries functions at the Beaufort Fish & Wildlife Service Laboratory, and from Capt. John A. Nelson, Commissioner of Commercial Fisheries.

Companies using the service at present include Wallace Fisheries, Inc., Beaufort Fisheries, Inc., The Fish Meal Co., and the R. W. Taylor Co.

Make Good Flounder Catches

Several good flounder catches were made the week of October 27 by Manns Harbor fishermen, the best one being some \$1,000 worth, taken by Clarence Holmes from 5 nets, and sold to Dave Whitson of Manteo. Marvin Beasley and Forrest Sawyer also made good catches during the week. Flounders brought 25c a pound on October 27.

Fishing started off favorably at Manns Harbor during the early part of the season, but the annual run of rockfish has yet to appear. For more than a week during October stormy weather prevailed, and hurricane forecasts caused most of the fishermen to take their nets from the water. However, the nets were back overboard by the latter part of the month, and the trend toward blustery weather encourages the fishermen to hope for a good rockfish season.

Shallotte fishermen and fishermen at other points along the coast report that the Fall runs of large roe mullet apparently have by-passed them this year. Very few of these large fish have been taken on the Brunswick coast. However, it is thought that some of them still may put in an appearance.

Two Ex-Mine Sweepers Join Menhaden Fleet

The 137' *Plaxco*, a former mine sweeper, is now engaged in menhaden fishing off Southport for the Brunswick Navigation Co. The craft has her two original 500 hp. Diesel engines, which give her a speed of 18 knots per hour, and is said to be one of the most heavily powered and fastest menhaden boats anywhere on the Atlantic Coast. She is in command of Capt. Edwin Pinner of Beaufort, who formerly was mate on the *Gifford*, another craft owned by the Brunswick Navigation Co.

A sister ship to the *Plaxco*, the *Brunswick*, was expected to be put into operation during October. This vessel was to be commanded by Capt. John Potter of Southport, who has been in charge of the *W. P. Anderson*. The two ex-mine sweepers, with their heavy load capacities, will be able to bring in about double the amount of fish that the factory has been handling heretofore.

VIRGINIA

Court Lifts Seed Oyster Sale Ruling

Judge Julien Gunn of Richmond Circuit Court granted a temporary injunction on October 21 lifting the Virginia Fisheries Commission's ban on out-of-State sales of seed oysters tonged in Virginia. The injunction, which expires November 22, was won in an action instituted by J. R. Houghton, Warwick County tonger; Cornelius Campbell, New Jersey oyster planter; and the Oyster Tongers and Seafood Workers Union No. 265.

The plaintiffs charged in their suit that the order issued by the Commission was unconstitutional, invalid and arbitrary, and



The 45' oyster boat "Miss Margaret" owned by Geo. L. Smith & Bro., Inc., Sharps, Va., and skippered by Capt. William Shelton. She is equipped with a 115 hp. Chrysler gasoline engine using Esso lubricating oil, Willard batteries, a Hyde propeller, and is painted with Pettit paint.

would encourage monopolistic practices by State oyster buyers in that it would force local tongers to sell their product to them at any price the buyers should choose to offer.

They further contended that the law impairs a contract between Houghton and Campbell, takes their property without due process of law and unlawfully restrains and interferes with interstate commerce.

Making Big Oyster Hauls in Tangier Sound

Tangier oyster tongers are reported to be making big harvests on Hurleys, an old oyster rock in Tangier Sound just below the Virginia-Maryland line. Capt. Coalson Dise took 40 bushels on this rock in one afternoon, and sold them to Crisfield, Md. buyers for \$2.50 a bushel. Other tongers, working on the same rock, are doing about as well.

The oysters in Pocomoke Sound are said to be larger and fatter than those in Tangier Sound, and are bringing a better price. According to reports, Pocomoke tongers are taking from 35 to 60 bushels a day, and selling them for \$2.75 and \$3.00 a bushel.

In the Great Wicomico River, where Tangier tongers have reported finding the largest and fattest oysters in the Chesapeake area, tongers are taking from 12 to 20 bushels a day. Oysters from the River are selling for as much as \$3.50 a bushel.

"South Seas" Being Repowered

The 110' *South Seas* owned by Capt. A. F. Amory of Newport News, is being repowered with a 200 hp. Model EN8 Cooper-Bessemer Diesel at Hathaway Machinery Co., Fairhaven, Mass.

Ask Stiffer Fines for Dumping Oil

Virginia fishermen, who estimate that several million dollars have been lost in the past 2 years because of bilge oil pumped into harbor waters by ships at anchor, have asked Congressman S. O. Bland to introduce a bill at the next session of Congress to stiffen penalties for pumping oil in fishing waters. Commercial fishing at two beaches near Newport News all but came to a halt early in October because of oil-covered waters. One fisherman reported that the oil along the shore measured 6" in depth.

Tangier Menhaden Fishermen Return

Five Tangier menhaden fishermen, Capts. Merrill Crockett, Ashby Crockett, Howard Bradshaw, Carol Bradshaw and Robert Hayney, recently returned from Long Island, N. Y., where they have been fishing for the Smith Meal Co. They report a very successful year, disclosing that some of the firm's boats caught as many as 20,000,000 fish this season.

Norfolk Area Landings

The fish yield in the Norfolk area during the month of October was 746,000 lbs., as compared with 1,384,000 lbs. in September and 1,169,000 lbs. in October, 1946. Dragger landings accounted for 449,000 lbs. of the catch, and the remainder came from pound nets. Croaker, with 286,000 lbs., was the leading variety, while sea trout, with 237,000 lbs., was in second place, followed by butterfish, with 60,000 lbs.



COAST GUARD



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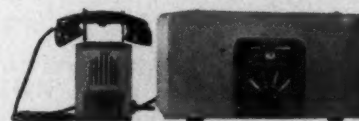
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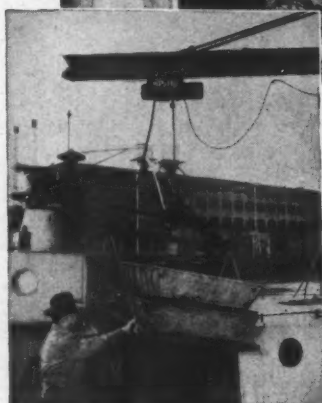


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Rhode Island Fishermen Form Cooperative at Pt. Judith

The Point Judith Fishermen's Cooperative Association, which recently was organized with the assistance of Dr. Richard A. Kahn, chief of the Economics and Co-operative Marketing Section of the Fish & Wildlife Service, has applied to the Secretary of State for articles of incorporation. Organizers of the Fishermen's Co-operative, which is the 64th in the country, anticipate that the membership will represent 100 fishermen and 40 boats.

The Co-operative plans to construct a 70' wharf and a 2-story building south of the Coast Guard Station at the breachway in Galilee. The building will contain modern loading and icing facilities, ice storage space and packing equipment on the first floor, while a twine loft, marine supply store and office will be located on the second floor.

It is believed that a larger portion of the million-pound catch of Point Judith boats will be attracted to that port after the new facilities are put into operation.

Banded together, organizers of the Co-operative expect to receive a better price for their catch. In turn, by organizing, they believe that competition from other markets will be equalized. The group also will endeavor to reduce operational expenses, and will adopt more uniform and competent methods of packing.

Membership in the organization is not limited to Point Judith fishermen, but is open to those from other areas. The Co-operative will purchase from non-members provided the quantity of business with them does not exceed 50% of the total business.

The sum of \$100,000 is needed to get the group underway, and stock with a par value of \$100 will be issued. Members must pay a fee of \$10, and purchase at least one share of stock.

Officers of the Co-operative are George L. Thompson of Yorktown Manor, president; Carl E. Westcott of Point Judith, vice-president; George B. Gross of Wickford, secretary-treasurer. John J. Champlin and Henry B. Mello, Jr. are directors.

Connecticut Starfish Spreading

The second semi-annual survey of the distribution and occurrence of starfish on Connecticut oyster grounds was completed during October by the Milford Fish & Wildlife Service Laboratory. The area surveyed extended from Morris Cove and Morgan Point, New Haven, to Penfield Reef, west of Bridgeport.

The results of the survey showed that although the distribution of starfish is more or less the same as last Spring, the pests are spreading from the Charles Island to Stratford Point section east and west. By moving in these directions the starfish are invading highly cultivated oyster-producing grounds, and will no doubt cause serious depredation to many oyster beds.

A very large number of starfish was found to be present in waters of 50 to 60' depth south of the cultivated areas, and these starfish gradually are spreading north, invading the cultivated beds. The number of starfish found was considerably larger than recorded last Spring, due largely to invasion of masses of starfish from deepwater areas. The new and very light starfish set which was recorded early this Summer has not contributed much to the total starfish population.

York Radio Moves to Waterfront

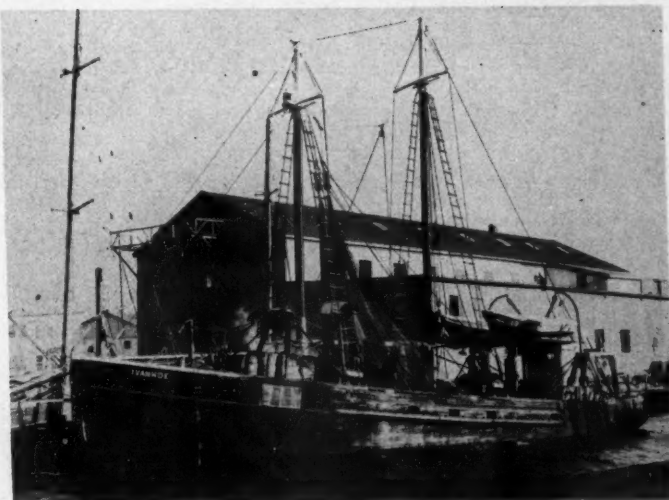
Aero-Marine Radio Laboratory, owned by Edward P. York and formerly located at the Stonington, Conn. airport, has moved to the shore front of the Stonington Boat Works and is utilizing its dock for boatside service. The company carries a complete line of radiotelephones, radio direction finders and sounding machines.

Installations of Submarine Signal Co. Fathometer, Jr. have been made recently by Aero-Marine on the following boats: *Question*, Capt. H. A. Loftes; *Janet & Lorraine*, Capt. Bud Champlain; *Rose Marie*, Capt. Alfred Silva; all of Point Judith, R. I.; *Lucky*, Capt. John C. Rita; *Fairweather*, Capt. Joseph Roderick; *William B.*, Capt. Roscoe Bacchiocchi; all of Stonington; and *Theresa*, Capt. John W. Smith of Mystic.

WOLVERINE DIESEL ENGINES

Have Proven Dependability, Long Life and Economy

Satisfied owners know Wolverine's rugged design insures low up-keep for heavy duty fishing service. Wolverine Diesels are especially built to meet the power needs of fishing boats. Their design incorporates the latest proven engineering advancements. Maximum accessibility of working parts permits easy inspection and maintenance. The engines are rated to give sustained power output under all conditions. For long-range, overall economy, you can't beat Wolverine.



The 70' Nantucket dragger "Ivanhoe" owned by Capt. William J. Collis has a 140 hp., 400 rpm., $9\frac{1}{4}$ x 14, 4 cylinder Wolverine Diesel which has given 12 years of service.

WOLVERINE MOTOR WORKS, INC.

35 UNION AVENUE, BRIDGEPORT 2, CONN.



All Aluminum Open Sport Boat

for Buzzards Bay Striped Bass Fishing

22' L. O. A.—7' 9" Beam—22" Draft

Speed in excess of 20 knots with Chrysler Crown engine. Handles beautifully at slow speeds in surf.

CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

Telephone 451, Camden, Maine

B. F. GOODRICH CUTLESS RUBBER BEARINGS

For Propeller Shafts



Fig. 200. Standard Cutless Bearing



Fig. 208
Stern Bearing with Cutless Bearing

Resist Sand—Long Wearing
Ideal for Fishing Vessels
Available from Boat Repair Yards
and Marine Equipment Dealers
For More Information Write Dept. AF

Lucian Q. Moffitt, Inc.

AKRON 8, OHIO

Engineers and National Distributors

Florida Yard Building Boats By Assembly Line Method

On the San Sebastian River in St. Augustine, Fla., shrimp trawlers and fishing vessels of various types from 50' to 70' in length and for owners from Maine to Texas, are being launched at the rate of one a week from the yard of Diesel Engine Sales Co., Inc. This steady production is maintained by having eight boats under construction at all times. Regular assembly line methods are employed and each crew has its own specific job. Every Monday a new keel is laid and in six weeks the vessel is launched.

The *Claude Mein*, owned by Land & Williams of Fernandina, Fla., is an example of the standard 60' x 18' x 6' shrimp boats being built by Diesel Engine Sales. Tams, Inc. of New York was the designer.

Once the *Claude Mein's* keel was laid, construction rolled on with the bowstem, shaft log, stern, etc. being assembled in the first week. The following Monday, framing and ribbing commenced and by the third week the boat was ready for floor timbers, engine beds, deck beams and decking. During the fourth week the vessel was planked and the pilothouse laid out. Ceiling, bulkheads and flooring were put in, the pilothouse finished and the boat painted on the fifth week. The next two weeks saw the trawler launched, her engine installed, all rigging completed and she was ready for delivery to her owner.

The finished boat has a hold capacity of 20 tons and accommodations for a crew of six. Materials which went into the hull included cypress planking and white oak and all heart pine members. The keel is 9 x 12, frames 2 x 4, deck beams 4 x 4, and decking 2" thick.

The main engine in the *Claude Mein* is a 165 hp. General Motors Diesel with a 4.4:1 reduction gear and a front power take-off. This engine is fitted with keel cooling and turns a 48 x 36 Columbian propeller on a 3" shaft to give the boat a speed of 12 mph. Other equipment installed at the yard includes 32 volt Willard batteries, a 32 volt Onan lighting plant, Kelvin-White compass, and a Stroudsburg hoist.

Other shrimpers of the same design that were built along with the *Claude Mein* and now are fishing in the Gulf of Mexico include two which are with the Morgan City, La. fleet. They are the *Southern Belle* owned by A. F. Sauls and the *Carlette Ann* owned by B. J. Bourdeaux. Both are powered by 165 hp. General Motors Diesels. A third, the *D-5* of New Orleans, La., is owned by E. J. DeBuse and has a D13000, 115 hp. Caterpillar Diesel.

Besides building fishing vessels, Diesel Engine Sales handles a continuous flow of repair work for which a new railway has been installed. A new office, storeroom and machine shop also were added to the yard's facilities this past Summer. The Company is headed up by C. H. Mein, president and L. C. Ringhaver, treasurer and general manager.



The 40' fisherman "Gerry C." owned by Capt. Beryl Chadwick of Englewood, Fla. She fishes for grouper, mullet and mackerel and is powered by a 70 hp. Gray gasoline engine. Her equipment includes a Michigan propeller, Willard batteries, Columbian rope, Ederer nets, and Plueger hooks, and she uses Gulf lubricating oil and is painted with International paint.



These 60' shrimp boats represent production for one month at the yard of Diesel Engine Sales Co., Inc., St. Augustine, Fla. Of a standard design and built by assembly line methods, they are "Claude Mein", "Carlette Ann", "Southern Belle", "D-5".

Issues Ruling on Use of Long Nets

According to a recent ruling by Attorney General Tom Watson, Florida fishermen may use nets which are longer than 350 yards, but if any other species of fish besides mullet or mackerel are caught in the nets, they must be thrown back into the water alive. Watson issued the ruling after Conservation Supervisor J. T. Hurst had asked whether a statute permitting long nets for mullet and mackerel would allow fishermen to take any other species that become enmeshed.

Shrimping Good in Choctawhatchee Bay

Shrimp boats of the Pensacola fleet, working in Choctawhatchee Bay, which was opened to commercial shrimping recently for the first time in several years, took 25,000 lbs. of jumbo shrimp on October 11. The shrimp averaged between 6 and 7" in length, and sold for 33c wholesale.

Opening of Inlet Improves Fishing

Commercial fishermen of the Vero Beach area have reported big catches of fish since the recent reopening of the Sebastian Inlet. One fisherman took 800 lbs. of mullet in a cast net during a period of a few hours.

Reopening of the Inlet not only has boosted the fishing business, but has resulted in carrying out to sea the excess fresh water occasioned by recent heavy rains along the Indian River watershed. The Inlet channel is now approximately 225' wide and 6' deep at low tide.

Oysters from Several Areas Approved

Water samples taken recently in Tinney's Creek, Papy's Bayou and Mastey's Bayou, St. Petersburg, have shown that there is no pollution in these areas, and as a result the State Board of Health and the Pinellas County Health Department have approved the oysters coming from the beds in those sections.

Fish Houses, Docks Damaged by Fire

The Hobart Pack fish house and dock and the Independent Fish Co. house and dock, Mayport, were damaged by fire on October 24. Manuel Jesus, owner of the Independent Fish Co., estimated his loss at \$15,000, with the total damage from the fire being estimated at \$40,000.

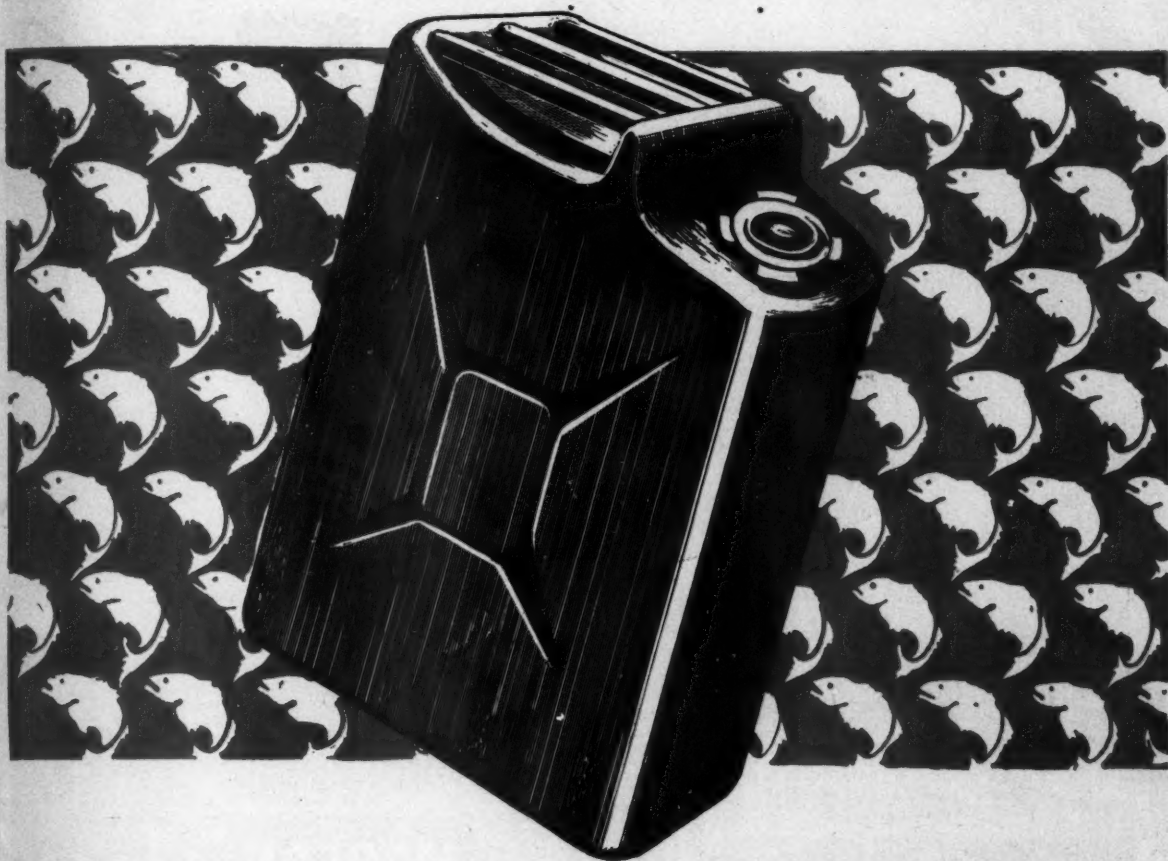
A & B Fish Co. Building New Plant

The A & B Fish Co., Key West, is building a new, two-story 100' x 50' concrete block structure, the first floor of which will house its wholesale and retail fish business. The building will cost \$25,000, and is expected to be opened for business on January 1. Alonzo Cothron and Berlin Felton are partners in the business.

Good Demand for Turtle Steaks

Barton H. Smith, Tampa importer, has reported that there is a good demand for turtle steaks at present, with 5 tons of fresh turtle meat being shipped from Tampa daily, most of it to Miami, Jacksonville and Atlanta, Ga. Normally all turtle imports at Tampa go to canned soup manufacturers, but butchers and fish dealers in many Southern cities recently began calling for fresh turtle meat. The huge 200 to 300-pound green turtles are caught in the Caribbean Sea, and are brought to Tampa alive.

HOW MUCH GAS CAN YOU BUY WITH THE FISH YOU lose?



GOLD MEDAL SEINE TWINE

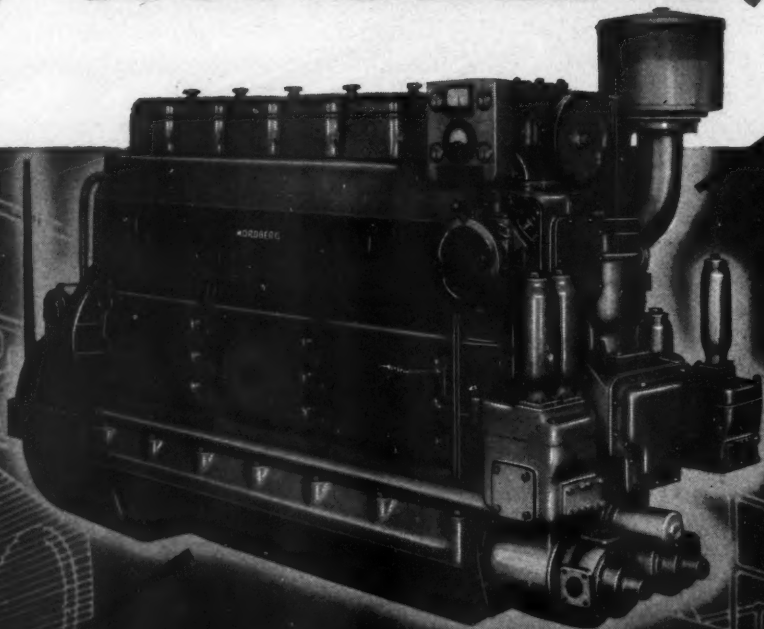
For hand-knitting, bending on, and hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Not much. And the lost fish won't pay to repair or replace the netting that let them go, either. It's smart business, therefore, to buy Gold Medal—the netting that won gold medals for quality. Fishermen on every coast of the country have been depending on Gold Medal quality for over a hundred years. It's made *right*, from the bale of cotton to the last firm knot. Get Gold Medal—you'll like it.

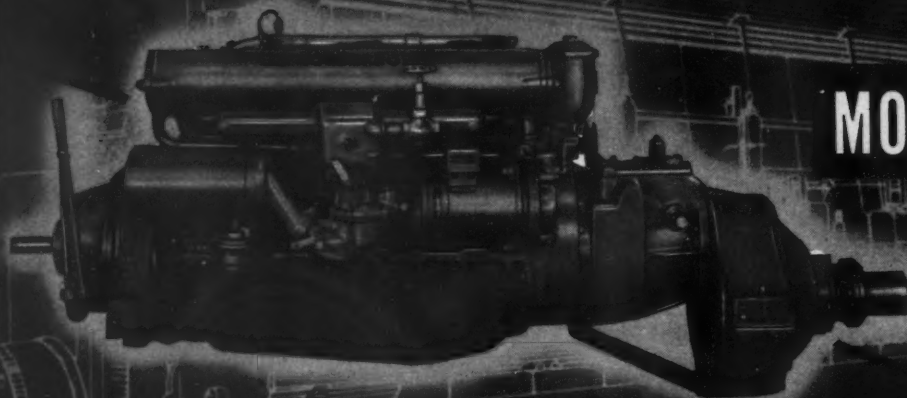
Other Netting Products: AN&T COY LINEN NETTING • GOLD MEDAL SEA ISLAND GILL NETTING • GOLD MEDAL HYDROFLOW TRAWL DOORS • PLYMOUTH ROPE • A COMPLETE LINE OF NETTING ACCESSORIES.



Famous **NORDBERG** Marine

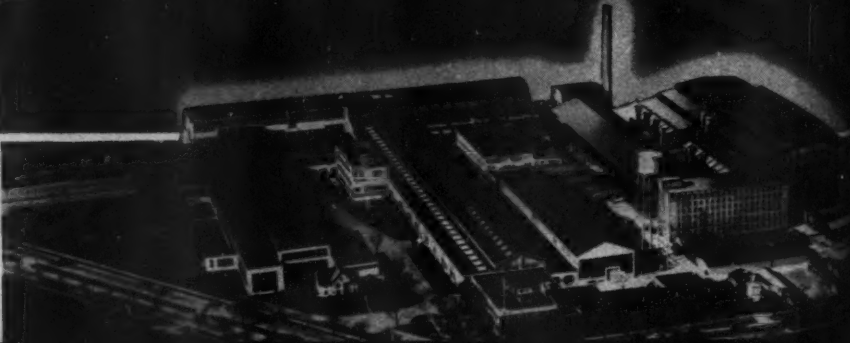


MODERN



MODERN *Gasoline*

Impressive proof of the quality and performance of NORDBERG Products is the growth of the company, from a small plant and six employees in 1886 to a group of factory buildings now occupying 700,000 square feet of space. A similar modern plant acquired in St. Louis recently, has greatly expanded NORDBERG facilities.



Engines now available in **SMALLER** sizes

MEANS "MORE POWER TO YOU" *Boat and Ship* Owners • Operators • Builders • Distributors

MODELS Diesels

Series 9 x 11½" and 13 x 16½", 4-cycle

NORDBERG now offers you in the new 9" and 13" bore Marine Engine Series, the same high quality of engineering skill, craftsmanship and modern manufacturing methods that have won an outstanding reputation in the manufacture of large NORDBERG Diesel Engines.

These new Marine Diesels incorporate the latest modern features—Simple, Compact, Sturdy Design; Trouble-Free Pressure Lubrication; High-Velocity Cooling; Quick, Responsive, Easy Controls.

May we have the privilege of sending you a copy of Diesel Engine Bulletin No. 134?

MODELS Gasoline Engines

Models 230-320-340

THESE GASOLINE ENGINES were designed by the most widely experienced and successful engineers in the marine field and incorporate many practical and outstanding features, such as: NORDBERG-Designed-and-Built Internal Helical Gears and Pinion-Type Reduction Gears; NORDBERG-Designed-and-Built Planetary-Type Reverse Gear, (88% Reverse); High-Velocity Cooling through Six Drilled Passages, Providing Efficient Cooling of Valve Seat Areas; Large Access Openings to Facilitate Cleaning and Inspection.

May we have the privilege of sending you a copy of Gasoline Engine Bulletin No. 143?

NORDBERG MARINE DIESEL ENGINES

9" Bore—Built in 6, 7, 8-Cylinder Models.

CONTINUOUS DUTY RATING

Non-Supercharged

—42 HP/Cyl. at 600 R. P. M.

Supercharged

—62.5 HP/Cyl. at 600 R. P. M.

Recommended speeds for marine service—
600 and 720 R. P. M.

13" Bore—Built in 6, 7, 8-Cylinder Models.

CONTINUOUS DUTY RATING

Non-Supercharged


—93 HP/Cyl. at 450 R. P. M.

Supercharged

—140 HP/Cyl. at 450 R. P. M.

Recommended speeds for marine service—
450 and 514 R. P. M.

Above models are medium speed engines, direct reversing; designed for direct drive or a wide range of reduction gear ratios.

These 9" and 13" Bore NORDBERG-designed Diesels are built by the  Division, St. Louis, Missouri.

NORDBERG MARINE GASOLINE ENGINES

Models 230-320-340—four-cycle, six-cylinder type, in sizes up to 135 B. H. P. at 3000 R. P. M. Available for direct or reduction-gear drive in ratios of 1.88, 2.44, 3.32 and 4.12, fitting power requirements from high-speed 17-foot runabouts to twin-screw medium cruisers up to 80 feet—and work boats up to 50 feet in length.



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What about the waste

*the gulls
don't get
???*

There are more kinds of waste than the useless cleanings tossed to the gulls at sea. There's the waste of time due to engine overhauls and repairs caused by faulty fuels and lubricants . . . and a waste of profits to pay for them!

Protection against this waste is as important as the catch itself. The performance and quality of Esso Marine Fuels and Lubricants help to give you profit-protection. They give dependable performance going to the grounds, on the grounds, and in those straining engines on the fast run to market.

Esso Marine Products earn the respect of sea-faring men in the language they know best . . . the language of performance.



Great Lakes Whitefish Are Plentiful in Green Bay

Whitefish, virtually nonexistent in the Wisconsin region of Green Bay three years ago, have been harvested in record quantities recently. According to Matt Patterson, supervisor of Great Lakes fishing for the Wisconsin Conservation Commission, commercial fishermen took over 543,000 lbs. of whitefish from the area during the first 6 months of this season, which was more than twice the production of last year.

Fishermen in the Bay region are convinced that there is another large crop of young whitefish coming into the Bay, and that prospects during the next few years are good.

Smelt also are plentiful in the Green Bay region, and fishermen report that they have made sizable hauls of this variety recently. The fish are small, and it is believed that they will not affect the annual herring run anticipated about November 5.

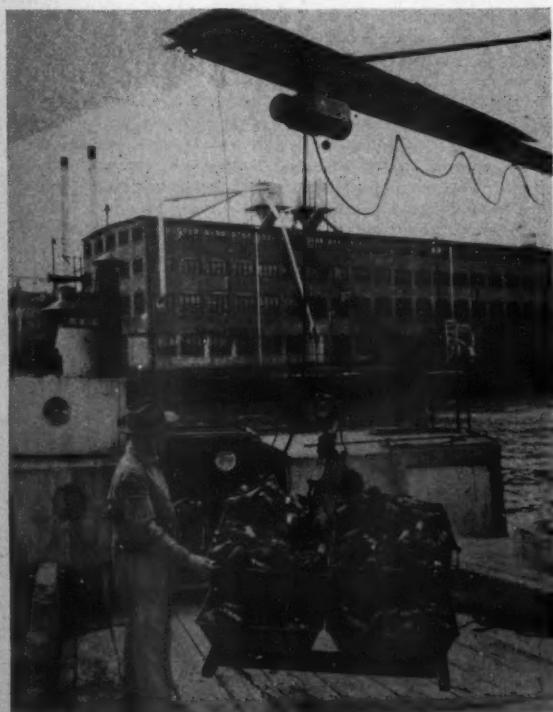
Prices received early in October by the commercial fishermen of the Green Bay region were as follows: perch, 20c; smelt, 5c; whitefish, 33c; and lake trout, 40c.

Canadians Confiscate American Nets

The accumulated grievances between Canadian and American fishermen over the International boundary in Lake Superior and Whitefish Bay came to a head recently when Canadian authorities placed confiscation tags on 7 boxes of nets owned by the Brown Fisheries, Whitefish Point, Mich. The Canadians charged that the nets, valued at \$1,000, were on the Canadian side of the boundary in Lake Superior. However, the owners of the nets held that they were two miles within the American zone.

Marinette Tugs Fishing in Michigan Waters

Due to the fact that Michigan allows the use of a $2\frac{1}{4}$ " mesh net while Wisconsin law provides for a $2\frac{3}{4}$ " mesh net, a large number of Marinette, Wis. commercial fishermen are reported to be operating their vessels in Michigan waters on non-resident licenses. These licenses cost \$1.65 per ton of registered tonnage.



A Harnischfeger Corp. standard P & H electric hoist rigged up by Capt. Joseph Cayner at Port Washington, Wis. for loading and unloading his tug "Mar-Su".



The 33' tug "38A1432" owned by Bernie Ward, Charlevoix, Mich. She is equipped with an 86 hp. Gray gasoline engine, Michigan propeller and Ederer nets.

Illegal Operations by Canadian Boats

Charges that Canadian fishermen are operating illegally in Pennsylvania waters were made recently by a representative of an Erie, Pa. fishing company, who stated that the Canadian boats outnumber Erie vessels by a ratio of two to one. According to the informant, Canadian boats have been carrying on their operations within 10 miles of Erie Harbor, which is claimed to be a violation of the law. The spokesmen also asserted that the Canadians are using two 36-mesh nets tied together, while the legal maximum size permitted in the State is one 30-mesh net.

Similar complaints a month ago regarding illegal operations by Canadians resulted in the outfitting of a fish patrol boat. However, the spokesman claims that the vessel is not fulfilling its duties adequately, and revealed that a complaint concerning its alleged deficiencies has been lodged with the State Fish Commission at Harrisburg.

Fishermen Favor Hatchery Program

Although some experts believe that natural propagation in time will renew the supply of fish in the Great Lakes, the majority of commercial fishermen, while agreeing that cycles do occur, are reported to favor guaranteeing the supply of fish by scientific practices through a competent hatchery program.

The fishermen are said to be very much opposed to the law which blocks them from setting nets during the spawning season, while Canadian fishermen carry on netting operations. They have expressed the opinion that if the taking of spawn fish were allowed during the present closed season under Conservation Department supervision, ample spawn could be removed from the catches to make a perpetual supply of whitefish and trout available in all of the five Great Lakes.

Wisconsin Fish Producers Hold Convention

The Wisconsin Fish Producers Association, a newly-organized group of about 200 commercial fishermen in the State whose aims are to improve marketing conditions for fish products and foster legislation helpful to the fish business, held a convention at Milwaukee on November 3. Officers named included Cliff Weninger, Algoma, president; Lelond LaFond, Milwaukee, first vice-president; Emory Jones, Cornucopia, second vice-president; and Carl J. Meyer, Milwaukee, secretary-treasurer.

P & H Hoist Used at Port Washington

To ease the difficult and dangerous task of unloading 250 lb. tubs of fish from his 52' tug "Mar-Su" at Port Washington, Wis., Capt. Joseph Cayner has installed on the dock a mechanical unloading device which has cut the time of the operation one-third and reduced manual labor almost to nothing.

The installation consists of a standard P & H 1000-lb. Zip-Lift electric hoist, manufactured by Harnischfeger Corp., Hoist Division, 4652 W. National Ave., Milwaukee 14, Wis., trolley mounted on a 15' industrial jib. This provides a 30' swing radius which permits unloading four tubs at a time directly from the boat to a truck. Tubs of wet or dry nets also are handled by the same device. To absorb the boat's motion, Capt. Cayner fitted a unique auto-spring arrangement on the hoist. The lift can be hooked up to any lighting-circuit and its operation is controlled simply by pressing a button.

Surrette

SPECIAL SERVICE

MARINE BATTERIES

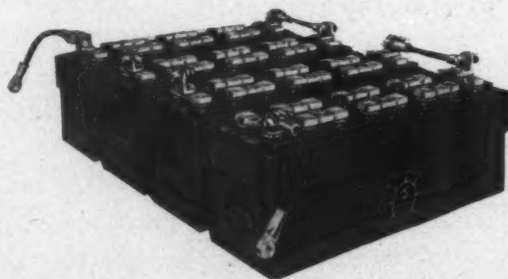
are used by the

New Dragger "Pam Ann"



Owned by Capt. Russell Grinnell, Jr. of Gloucester, Mass. Equipped with 110 volt Surrette HHG31 Batteries of 283 ampere hour capacity at the 8 hr. rate.

The design and construction of Surrette Batteries combine the utmost mechanical strength and endurance, with the highest degree of electrical efficiency. They are compact and light in weight for their capacity.



A complete line of marine and Diesel engine starting batteries combining high efficiency and long life.



SURRETTE STORAGE BATTERY CO.
SALEM, MASS.



An early morning scene at Billingsgate Fish Market, London.

London's Billingsgate Market

One of the world's most interesting markets is Billingsgate—the fish market for all of London and a great part of southern England—with its beginnings so far rooted in antiquity that nobody knows exactly when it did start. You can still see in the British Museum old Saxon manuscripts that mention its existence, and, to this day, some of the rules and regulations made for its better conduct in the year 976 are still followed, according to "London Calling".

The market building itself is situated on the bank of the Thames, just below London Bridge. From about half-past six in the morning, as you walk down any of the narrow, sloping streets leading to it, you find them blocked with lorries, vans, and hand-barrows belonging to the various retailers who have come to buy their day's supply. Threading their way through the conglomeration of vehicles are the market porters, balancing on their heads boxes containing every kind of fish, and with their backs and shoulders wet with the drippings.

They are dressed in all manner of rough clothing, many of them wearing linen coats; but one thing they nearly all have in common is their all-leather hat. It is an odd-looking form of headgear, made for practical purposes rather than for beauty, with a square or round brim, and a thickly padded crown, topped with a strong piece of leather. These hats are the porters' most prized possession, and become family heirlooms—being handed down from father to son.

Some more important-looking men are standing about, busily scribbling in notebooks with little stubs of pencil; others are chalking weird hieroglyphics and abbreviations on the sides of fish boxes—by the way, Billingsgate has a language all its own—and, all the time, everybody is in a hurry.

When you get into the market proper, you find a large, open building, with lanes of little box-desks from which the various wholesalers conduct their business. The market is under the jurisdiction of the Corporation of London, and these desks, or stalls, are all on a weekly tenancy. Despite the fact that some firms have been in possession of the same pitch for 200 years and longer, they still pay their rent each week to the superintendent of the market.

So that the building can be thoroughly cleansed, all these stalls are easily movable; the telephone wires run overhead, and each firm has its telephone hanging from the roof in a little box that is pulled down when needed on a counter-weight.

Some say that the name Billingsgate is derived from a gate built there by King Belin, who ruled over the ancient Britons about 400 B.C.; others say, more prosaically, that originally a certain Mr. Billing owned a wharf here. Be that as it may, there is no doubt that the market has been there for over 1,000 years, and right through history we come across various laws and regulations concerning the price to be charged for fish there, the dues to be paid by the boats discharging their cargoes, and the size and strength of the nets the Billingsgate fishermen were allowed to use.

**fishermen know
ROCKLAND
for lobster...**



**NEW BEDFORD
for fine rope...**

Ask any fisherman about Rockland and he'll spin you a yarn of lobstermen and their great catches of the elite of food fish. Situated on the harbor-studded, famous rock-bound coast of Maine, Rockland is known to all fishermen as the center of that state's great lobster industry.

But ask a lobsterman what the best pot warp is, and he'll say New Bedford. All fishermen know, too, that for rope of any type, New Bedford makes the finest.

The New Bedford Cordage Company was founded over a hundred years ago by a group of seafaring men who started out by making a better rope for their own use. But so good was this rope that their product was soon in wide demand. Today it is still called for as the rope of quality . . . the best for every use.

3233

NEW BEDFORD CORDAGE CO.

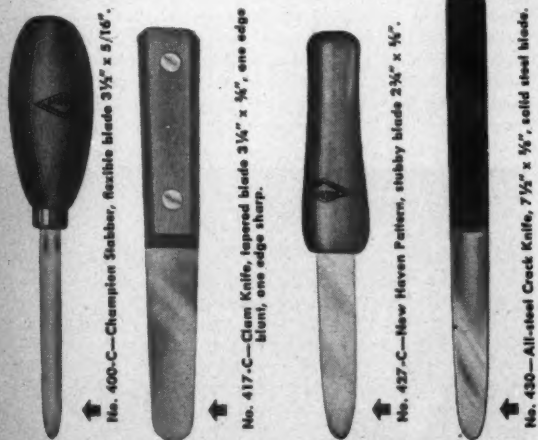
233 Broadway, N. Y. 7, N. Y. • 31 St. James Ave., Boston 16, Mass.
325 W. Huron St., Chicago, Ill. • Mills: New Bedford, Mass.

FISHIN' FOLKS SAY:

"It's done easier with a Briddell"

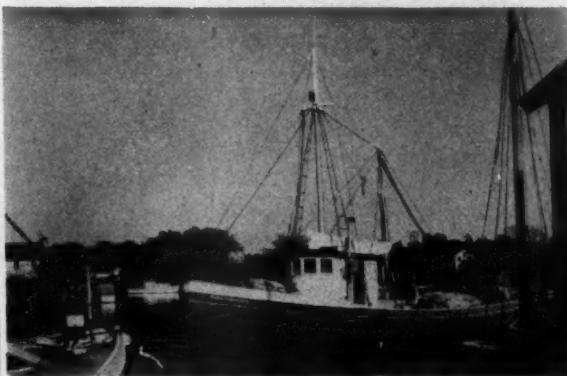
Our home town's one of the world's biggest seafood centers, and we've been making the industry's tools for over 50 years.

No matter what area you live in, we have your style of oyster or clam knife. Oil-tempered blade of high carbon steel, handle on to stay. Briddell quality all through—which hand-tool users know is tops. Order from your equipment dealer.



Chas. D. Briddell, Inc., Crisfield, Maryland
FINE QUALITY CUTLERY

CLEAVERS • ICE PICKS • FISH SPLITTERS • CLAM RAKES
OYSTER AND CLAM KNIVES AND TONGS



**"IDLES PERFECTLY"
"PLENTY OF POWER"**

It's a "CATERPILLAR" Diesel Marine Engine

John O. Sanders, skipper of the drag boat, "Sarah Thomassen", says his "Caterpillar" Diesel D13000 Marine Engine "idles perfectly, yet gives plenty of power for trolling." For dependable, economical "Caterpillar" Diesel power for your fishing boats, see H. O. Penn Machinery Co. There is a model for your needs — backed by unexcelled parts and service facilities.

H. O. Penn Machinery Co.
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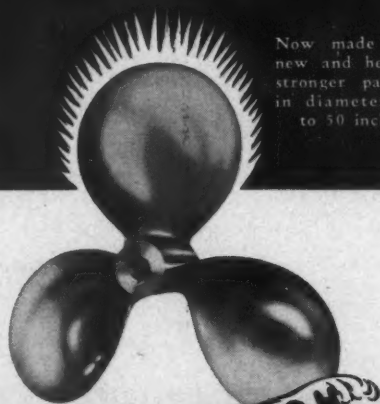
NEW YORK 54, N. Y.
MINEOLA, LONG ISLAND

POUGHKEEPSIE, N. Y.
NEWINGTON, CONN.

GREATEST CATCH



... in the way of improved propeller efficiency occurs the day you slip on a MICHIGAN MACHINED-PITCH propeller. Thousands of fishermen have long since discovered that every revolution of a MICHIGAN propeller produces three precise bites that give you greater thrust and smoothness of operation that only Michigan's exclusive MACHINED-PITCH process of manufacture could provide. In terms of work done and energy expended, no wheel matches MICHIGAN. And the "MICHALLOY" metal from which it is cast assures a long period of extra service. Your propeller worries all get the "deep six" when you install a MICHIGAN.



Now made from new and heavier, stronger patterns in diameters up to 50 inches.

MICHIGAN WHEEL COMPANY • Grand Rapids 3, Michigan



Frank W. Wilkison, Jr., president of the Fishery Council, left; and Jerome Kiselik, chairman of the New York Mayor's Fish Industry Committee.

New York Council Has Forum For Consumer Group Heads

Leaders of 15 of the largest and most influential consumer groups in New York City met with representatives of Fulton Market and City officials at a Fishery Council Consumer Groups Luncheon held on October 16 at Whyte's Restaurant for the purpose of acquainting consumers of the City with the savings which can be effected by eating more fish.

August Strauss of Galilee Fish Co., chairman of the Fishery Council Publicity Committee, stressed the role of non-grain-eating fish in the national food economy. Jerome Kiselik of Flag Fish Co., chairman of the Mayor's Fish Industry Committee, reported on the meeting of the Fulton Market committee with Mayor O'Dwyer and resultant cooperation with the Dept. of Markets on low-budget menus. Eugene G. Schulz, Commissioner of Markets and newly appointed Chairman of the NYC Committee which will work with President Truman's Citizen's Food Committee, spoke about the food problems confronting the people of New York and expressed his full satisfaction with the merchants of Fulton Market and their effort in providing abundant, low-cost fish.

Mrs. Frances Foley Gannon, Director of Consumer's Service and Research Division of the Dept. of Markets, presented a detailed description of her work to get more people acquainted with fish, and said if the average consumer could be taught that more than three or four varieties of fish are fine dinner dishes, it would be of great benefit.

William A. Winant, Sr., of Lockwood & Winant, Dean of Fulton Market, said that housewives should ask, not for a particular variety, but for fresh fish—meaning the most abundant fish of the day. He attributed his longevity to a life spent in working with and eating the products of the fishing industry.

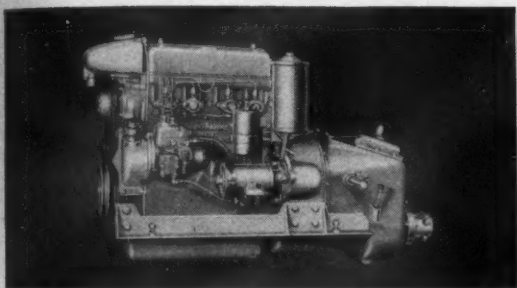
Two films, "Fish Is Food", and "Home Cookery of Fish", secured through the Fish and Wildlife Service, were shown. After the films, a question forum was held, with press and radio food authorities and leaders of consumer groups requesting information of the market men in attendance.



Wm. A. Winant, Sr., left; and August Strauss, who spoke at the Fishery Council's Consumer Groups Luncheon.

GRAYMARINE DIESELS

For Small Workboats



The new 4-cylinder Graymarine Diesels are now in production! Model Four-260, 50 horsepower is shown.

They introduce a series of four-cycle engines based upon the post-war design of Continental Motors Corporation. A 6-cylinder model is

scheduled for production. Other sizes will follow.

Points of interest: wet-type cylinder liners, hardened steel exhaust valve inserts, Twin Disc Marine Reverse Gear with choice of reduction gear ratios, plus Graymarine's new Fresh Water Cooling with automatic temperature control.



"CUSHIONED POWER" COMBUSTION CHAMBER
This unique design distributes the impulse throughout the stroke, reduces peak pressures, cushions shock. Water jacketing around chamber carries off the heat usually conducted by piston head and rings.



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Ship Lobsters Cross-Country in Iceless Pack

Shipment of live lobsters by air from coast to coast in a revolutionary odorless carton which requires no refrigeration, has been started by Air Lanes, Inc. from its lobster pound on Long Island Sound.

The method, according to David A. Couture, vice president of Air Lanes, utilizes an insulated boxboard carton which controls temperature of the lobsters in transit, and a bagtype liner of Pliofilm to retain moisture of the seaweed in which the lobsters are packed.

A shipment of 50 pounds of lobsters by barrel, Couture explained, can weigh up to 150 pounds, which includes 100 pounds of seaweed, ice and the barrel itself. The 50-pounds packed in the Insulpak, as the carton is known, weighs only 58 pounds, there being eight pounds of container and seaweed.

The lobsters are cooled to a temperature of 32 to 35 degrees before packing, which permits shipment for as long as 50 hours without danger of spoilage.

Scalloping Good in Great Pond

Great Pond, Montauk, was one of the best producing areas for bay scallops this year, and almost 100 boats worked there at the beginning of the season. The Pond is town-owned bottom, and the scallopers were restricted to 5 bushels per day. The average price received during the early part of the season was \$7.00 per gallon, but the price went up materially later.

The Great Pond area is reported to be the only section which has a heavy set of bug scallops this year.

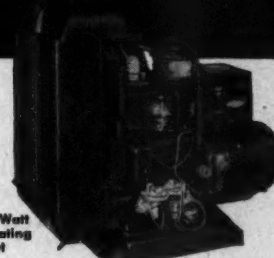
Still & Clock Canning Clams

The shellfish firm of Still and Clock, Bay Shore, is now canning hard clams under the auspices of Abt's Products, Inc. The products being put out at present include hard clams in juice, minced hard clams, whole hard clams and clam juice cocktail. Mussels and clam chowder are expected to be added to the list soon, and the firm hopes to undertake the canning of tuna, albacore, whiting and oysters sometime in the future.

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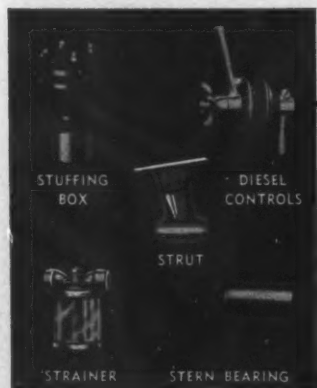
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NEW BEDFORD

Fishermen's Plaque Dedicated

Fishermen who lost their lives in the building of New Bedford's fishing industry were paid tribute October 11 with the unveiling of a plaque, bearing the inscription "to the fishing industry and to the men who go down to the sea in ships". The ceremony was held in the new fish auction room on City Pier 3, and the plaque, gift of the fishermen, was accepted on behalf of the New Bedford Commission on Wharves by Frank Silva, Commission chairman.

Speakers, in addition to Mayor Arthur N. Harriman and other City officials, included Leo L. Barrett, branch agent of the Atlantic Fishermen's Union; Joseph L. Sylvia of the Fish Filleters, Longshoremen and Lumpers Union; and Edmund O'Neil, business agent of the Seafood Producers Association.

Cutter Assigned to New Bedford

The U. S. Coast Guard cutter *Legare* has been assigned permanently to the port of New Bedford as an aid to fishing vessels in distress. Berthed for the present on the south side of City Pier 3, the steel-hulled cutter is 125' overall and carries 25 officers and men. Lieutenant Ray Thorp is the commanding officer.

The craft made nine runs in October, its first month of service in the port, according to log readings October 29. Fishing vessels which called for aid included the *Adele K.* of New Bedford; *Three of Us*, Provincetown; *St. Rosalie*, Gloucester; *Sister Alice*, New Bedford; *Francis J. Manta*, New Bedford; *Lynn*, Boston; *Prosperity*, Gloucester; *Atlantic*, Gloucester; and *Fabia*, Boston. The last two vessels summoned the *Legare* late in the month, but completed repairs before the rescue vessel arrived.

"Huntington Sanford" Overhauled by Kelley

D. N. Kelley & Son, Inc., Fairhaven, completely overhauled the 75' dragger *Huntington Sanford* recently. The craft, which resumed fishing the middle of October, is now owned by Henry Fortes of New Bedford, who bought her to replace his *Ronald* and *Dorothy* which went aground three months ago.

Murley Dragers Fly Navy Pennant

Capt. and Mrs. John G. Murley of Fairhaven were honored October 10 at the Navy base in Newport, R. I., when they received certificates of service for each of Capt. Murley's four vessels used by the Navy during the War. The boats, now all entitled to fly the Navy pennant, are the *John G. Murley I*, *John G. Murley II*, *Charles S. Ashley* and *Newfoundland*.

Leaking Vessel Towed to Port

The 91' New Bedford fishing boat *Ronald and Mary Jane*, Capt. Alan J. Neade, was towed to Boston by a Coast Guard cutter on October 5 after she had sprung a leak while fishing off Cape Cod Light, Truro. According to Wood End Coast Guards, the boat began to leak badly in its stuffing box after dragging gear had fouled the propeller and chewed the packing.

Three Dragers Repowered

Draggers recently repowered with General Motors Diesels by Walter H. Moreton Corp. include the 42' *Victoria*, owned by George Adams of Provincetown, with a 4 cylinder, 110 hp. model with 2:1 reduction gear; the 40' *Natator*, owned by Hoyle and Oliver of New Bedford, with a 4 cylinder model with 3:1 reduction; and the 60' *Annie Louise*, owned by Capt. Charles Ryder of Nantucket, which was equipped with a 6 cylinder, 165 hp. engine with 4.4:1 reduction gear.

Wellfleet Has Ample Quantity of Scallops

Charles E. Frazier, Jr., chairman of the Wellfleet Board of Selectmen, has reported that there is an ample quantity of scallops in that town, although they are fairly small. Most of the 26 boats in the Wellfleet scallop fleet brought in the quota of 20 bushels on the opening day of operations. The scallops are being sold to Provincetown Fisheries, Inc., Provincetown, and were bringing \$8 a gallon.

Two Fishing Vessels Lost

The 35' Provincetown scalloper *Billie Boy*, owned and skippered by Philip Silva of Quincy, burned to the water's edge and sank on October 12, 8 miles northwest of Race Point, Provincetown. The skipper and two other persons who were aboard the craft escaped in a rowboat, and were picked up by the Gloucester seiner *Rosie and Gracie*.

Another dragger lost during the month was the *Charles M. Fauci II*, which broke her moorings in Provincetown Harbor during high winds and heavy seas on the thirtieth, and pounded to pieces. She was owned by Clifton DeGrasse of Quincy.

Striped Bass Landed at Provincetown

More than 5,000 lbs. of striped bass were landed by a trapboat at Cape Cod Fisheries, Provincetown on October 21. The bass, which were taken from harbor traps of the Atlantic Coast Fisheries Co., were the first brought in by a trapboat since Spring. The fish averaged about 20 lbs. each, with the heaviest weighing around 32 lbs. and the smallest about 12 lbs.

Australian Oysters

(Continued from page 16)

stitution which kills them. There is nothing which could be done to save such stock, and the proper measures must be those designed to reduce the non-viable proportion of offspring.

Cases of losses due to extreme heat are common. Losses due to extreme cold, however, are not so certain, although the occurrence of losses simultaneously with frost are common. The exact circumstances of such losses are not clearly recorded, but it seems that losses follow when after a few mornings of frost there occur a few days during which low tide happens in the middle of the day and the temperature is relatively high.

It is highly probable that the losses called Winter mortality are complex in character and due to many factors. At present the best measures to adopt for the reduction of these losses are those involving improvement in method, greater cleanliness of cultivation, use of best level for growth, and elimination of poor stock.

The losses due to heat are avoided by lowering the trays on which the stock is growing, or maintaining the stock at a level where the heat effect will be moderate. Losses have occurred because of prolonged periods of very low or very high salinity. Removal of the stock seems the only answer to this.

Parasites, Diseases and Predators

A considerable number of parasites have at times been found in oysters. It is possible that they are directly responsible for the Winter mortality losses, or they might be indirectly responsible by lowering the health and resistance of the oyster. The possibility of actual lethal diseases causing these losses cannot be ruled out. Again cleanliness and efficiency in cultivation would be the best measures to adopt.

The activity of breem, toadies, rays, starfish, drills, etc., is a circumstance which can be met only by active measures for the destruction of the pests, and their exclusion from the stock. The use of high cultivation such as sticks on racks, and trays, raises the stock above many of the pests. For most others such precautions as depoting or the erection of wire netting enclosures must be adopted for the stock during at least its first nine to twelve months.

Carelessness in Cultivation

Apart from the carelessness which might allow losses under the previous headings, there are other losses due to poor handling, etc., in the course of general operations. Recently caught spat is very delicate material and should be handled with every care. Caught sticks in particular should not be dropped or thrown about, but should be stood in punts or on lorries in such a way as to prevent tumbling of the bundles or rattling within them.

Losses at times may be considerable because of carelessness in cropping oysters. In cropping from sticks, steps should be taken to prevent stock falling off the sticks into the mud. Sometimes even heavily laden half sticks fall into the mud and are lost.

The use of double rail instead of treble rail racks for long sticks is an expensive economy since cobra-eaten and heavily laden sticks are frequently broken and tumbled into the water, where they may not be discovered at all. Continuous supervision of racks to ensure the repair of breakages is an effort which generally is well repaid by the stock saved.

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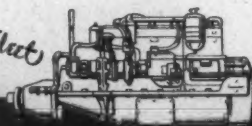


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The 65' dragger "Caro-Jan" owned by Capt. Frank Anderson of Atlantic City, N. J. Built at Stowman's Shipyard, Dorchester, N. J., her equipment includes a 180 hp. Cummins Diesel and a Bendix depth recorder.

NEW JERSEY

Investigating Disintegration of Nets

Technologists and bacteriologists of the Fish & Wildlife Service plan to begin an immediate investigation in New Jersey of conditions in the ocean which have resulted in the widespread disintegration of nets within a few days after exposure, and have caused burns to fishermen's hands. A mobile laboratory will be sent to the New Jersey coast to make on-the-spot tests of the water for bacterial count and chemical reaction.

Dr. Walter A. Chipman, aquatic biologist of the Service, already has made preliminary investigations with the aid of a Coast Guard boat and Navy airship, and reports that a few patches of colored water were found but no mortality of fish was discovered that could be attributed to water conditions. Samples of water which were tested in the Service's College Park laboratory indicated that the condition is of bacterial and not a chemical nature.

Barnegat Inlet in Need of Repairs

The present dangerous conditions in Barnegat Inlet, which is used considerably during the Fall and Winter by commercial fishing boats and by northern boats migrating to Florida, were pointed out to Col. F. F. Frech, district War Department engineer, in a recent communication from Freeholder A. Paul King. King reported that there has been a degeneration of the sand bar in Barnegat Bay over the past weeks due to northeasterly blows, with the main outer channel migrating to the vicinity of the south jetty.

Atlantic Division of Council Meets

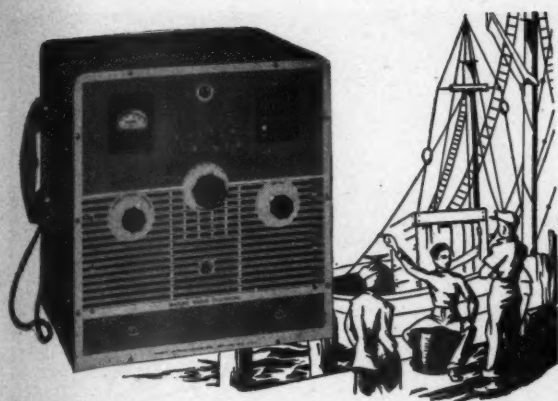
A meeting of the Atlantic Division of the Shell Fisheries Council of the State of New Jersey was held at Tuckerton October 23 for the transaction of routine and special items of business in connection with the industry.

Attending the session were Chairman E. Walter Parsons, Jr., Commissioner at Large; G. Luther Cox of Barnegat, Commissioner for Ocean County; Dorsey Lecompte of Pleasantville, Commissioner for Atlantic County; Capt. William Dennis, Port Monmouth, Commissioner for Monmouth County; William Gray, New Gretna, Commissioner for Burlington County; Director Joseph N. Fowler, Port Norris; F. A. Gray, New Gretna, assistant to the Director; and Protector Gus Hickman of Atlantic County.

Planters Oyster Co. Active

One of the younger boat owners and packing house operators in Port Norris is George Berry who has started a busy season. His firm, Planters Oyster Co., was started by his grandfather in the 1800's when the owner planted oysters under the riparian rights. This packing house is capable of packing 80,000 gallons of oysters annually, using stainless steel equipment.

Mr. Berry owns and operates the 90' x 20'6" x 6' spoon bow dredger *Edna Berry* which carries a crew of ten men. This boat, built in 1927, cultivates 650 acres of oyster ground and is skippered by Capt. Daniel "Brick" Harris. She is equipped with Fagan-dredges and powered with a 114 hp. Superior Diesel that gives her a speed of 10 knots.



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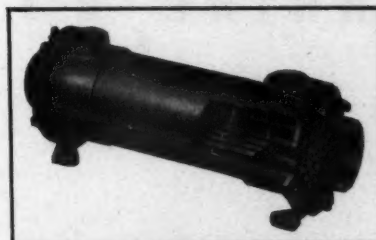
From Boston's trawlers to the great Northwest's trollers...from the Gulf's shrimpers to California's crack tuna clippers...and in shipping centers throughout the country...when marine radio telephone equipment is discussed, talk turns inevitably to Hudson's great "MASTER MARINER"...its high quality...its fine unflinching performance...its ability to stand up under grueling conditions.

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Pilothouse Design Needs Thought

(Continued from page 15)

fitting a settee across the after end of this type of pilothouse and the large sprocket of the hoisting gear can be located under this settee. Also, if the engine runs back under the cockpit floor and the pilothouse, there is a possibility of fitting portlights or ventilators in the after side of the pilothouse in such manner that they open into the space under the settee. With the section of cockpit floor left out under that space, good ventilation to the engine compartment is assured. Yes, there are many possibilities with this type of house in this type of boat.

Pilothouse doors should always open outboard and be hinged at the forward end for the best results in a heavy head sea. However, many sacrifice this feature and hinge at the after end in order to be able to hook them open without obstructing vision.

Windows may be of the jump type that swing in or they may be of the drop type. If the former, I firmly believe that the sill should have as deep rabbet as is permissible with the jump sash hinge fittings. If of the drop type, they should slide down into Monel, copper or stainless steel pans with small tube scuppers at the bottom.

A square pilothouse should have at least three windows in the forward end. Less than that give it a rather shed-like appearance, at least to my eyes, and it just doesn't look nautical. Incidentally, any pilothouse, when possible, should have windows well aft on each side and in the after end in order that the helmsman can observe activity aft and off either quarter.

Now about portlights instead of windows in pilothouses, if you want one or two somewhere aft in the structure, that is all right. But please don't use them in the forward part of the pilothouse for they have two drawbacks and only one good feature. Drawback #1 is the fact that they cut down vision. Drawback #2 is the fact that they make a pilothouse look like the conning tower of a submarine which it isn't, wet though she may seem at times in a thrash to wind'ard. The good feature is that you can button the things up watertight if you take any care of them.

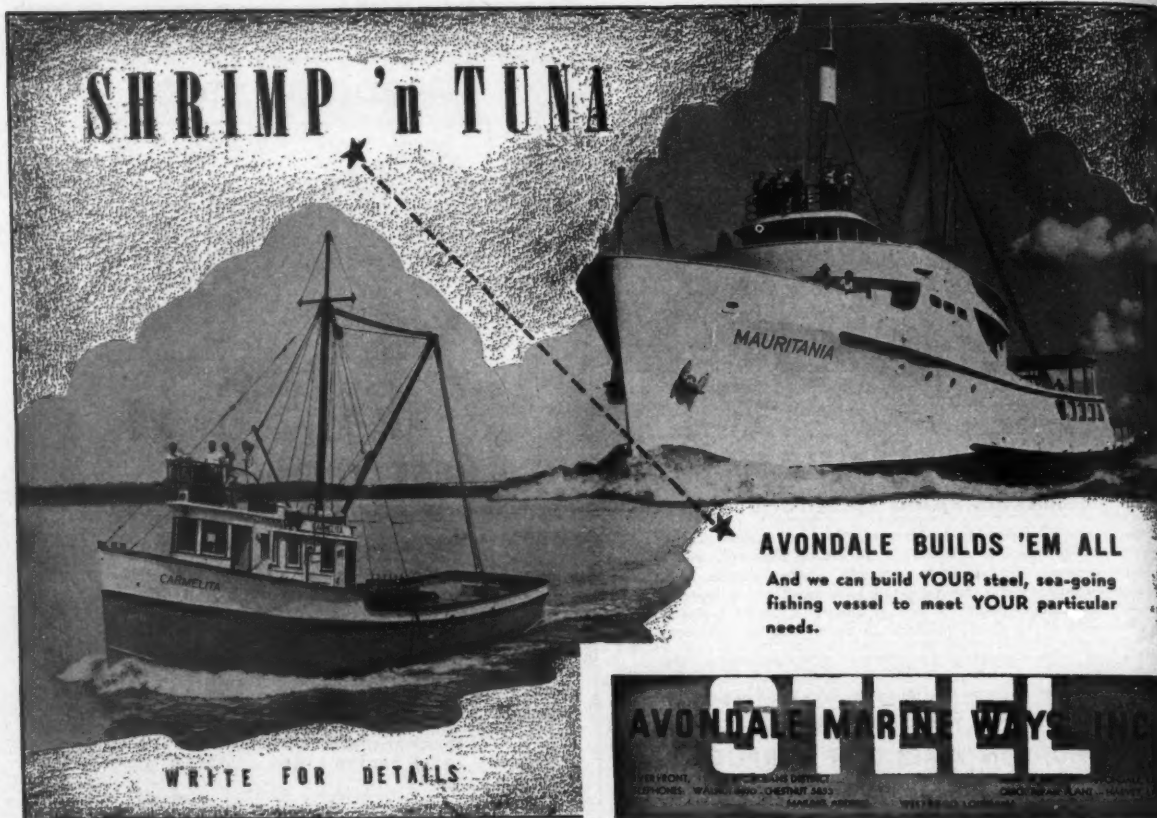
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Fish Landings for Month of October

(Hailing fares. Figure after name indicates number of trips.)

NEW BEDFORD

Adele K. (1)	33,000	Junojaes (3)	207,100
Adventurer (6)	128,000	Kelbarsam (2)	24,300
Alert (4)	42,800	Liberty (3)	26,400
Alice May (3)	21,900	Liberty Belle (1)	8,800
Alva (4)	34,400	Lt. Thomas Minor (5)	45,000
Angeline (2)	3,400	Lisboa (2)	28,600
Angenette (1)	4,900	Little Chief (2)	16,200
Annabelle R. (1)	14,200	Lucky (4)	45,900
Anna C. Perry (4)	100,100	Lucy M. (1)	12,200
Anne Silvia (5)	34,000	Madeline (5)	92,400
Annie Louise (4)	61,000	Maria Julia (4)	63,700
Annie M. Jackson (3)	49,100	Mary J. Hayes (1)	47,600
Ann & Marie (4)	29,800	Mary & Joan (1)	70,800
Antomatic (2)	9,200	Mary M. (2)	32,400
Ave Maria (2)	21,800	Mermaid (2)	10,000
Baby Doll (4)	29,400	Mildred & Myra (3)	29,700
Barracuda (4)	42,600	Min Flicks (3)	32,100
Bernice (2)	11,500	Minnie V. (5)	105,000
Bozo (4)	47,800	Misham (4)	29,200
Cape Cod (1)	15,000	Molly & Jane (5)	91,400
Carl Henry (3)	169,400	Nancy E. (1)	7,300
Carol & Dennis (1)	28,700	Nashawena (4)	44,300
Carole June (2)	111,700	Nellie (2)	15,300
Catherine T. (2)	134,700	Noah A. (3)	12,200
Charles E. Beckman (3)	41,000	Noreen (2)	145,100
Clara T. (2)	5,600	Novelty (3)	7,200
Clifton (3)	28,000	Palmer's Island (4)	23,200
Clinton (4)	76,700	Pam Ann (1)	50,000
Connie F. (4)	95,300	Papoose (3)	41,600
Danville (3)	70,600	Pauline H. (3)	142,800
Doris (4)	31,300	Penguin (1)	102,400
Dorothy (1)	4,600	Petrel (2)	17,400
Dorothy & Betty (4)	27,700	Phoebe-T (1)	6,800
Driftwood (3)	24,900	Phyllis J. (1)	3,100
Edith (3)	64,500	Portugal (2)	33,400
Eleanor May (3)	18,200	Priscilla (4)	28,600
Elva (5)	35,500	Question (1)	8,300
Elva & Estelle (6)	118,300	Rita (1)	29,000
Elva L. Beale (3)	24,300	Roberta Dee (2)	24,900
Emma Marie (1)	12,800	Rose Jarvis (4)	47,500
Era K. (3)	52,900	Rosemarie (1)	3,000
Eugene & Rose (5)	121,500	Rosemarie V. (5)	109,200
Fairweather (1)	20,700	Rosie II (4)	69,200
Fannie Parnell (1)	10,000	Russell S. (1)	16,700
Five Sisters (3)	33,500	St. George (1)	3,000
Gannet (4)	116,700	St. Theresa (4)	64,300
Gannet (Nt. Y.) (1)	6,700	Sandra & Jean (4)	67,600
Gertrude D. (2)	41,800	Santina (8)	28,300
Gladys & Mary (4)	199,700	Sea Fox (1)	17,000
Gloria (2)	6,700	Sea Prince (2)	6,500
Gloucester (1)	12,000	Serafina (4)	22,000
Grayling (4)	31,900	Solvey J. (4)	223,300
Gull (1)	10,000	Sonny & Joyce (4)	16,600
Harvest (1)	1,300	Southern Cross (3)	61,200
Hazel S. (4)	67,200	Stanley B. Butler (3)	249,500
Hedra (4)	56,600	Susan R. (3)	23,900
Helen Mae (3)	19,600	Susie O. Carver (4)	87,200
Hilda (4)	16,900	Theresa & Jean (1)	63,400
Hope (4)	72,400	Three of Us (1)	10,500
Huntington Sanford (2)	14,000	Three Pals (3)	33,700
Idlewild II (2)	2,500	Trio (4)	52,400
Intruder (5)	86,900	Two Brothers (5)	62,000
Irene & Walter (4)	42,700	Two Brothers (R.I.) (2)	28,200
Ivanhoe (4)	121,100	Veroy (2)	2,400
Jacinta (2)	115,600	Viking (Chilmark) (3)	14,900
Janet Elise (4)	42,300	Wamsutta (3)	85,000
J. Henry Smith (4)	25,200	Wild Duck (2)	124,000
Joan & Ursula (4)	151,800	William Chesebrough (3)	46,700
Johnnie Ryan (2)	17,900	Winifred M. (3)	35,100
Johnny Boy (3)	73,300	Yankee II (2)	32,200
Josephine & Mary (3)	95,500		

Scallop Landings (Gallons)

Abram H. (4)	3,700	Kingfisher (2)	2,000
Agda (1)	700	Liboria C. (2)	1,950
Alpar (3)	1,400	Linus S. Eldridge (3)	3,000
Anna O. (1)	150	Louis A. Thebaud (2)	2,000
Antonio (1)	1,000	Louise (3)	2,700
Arnold (3)	2,100	Lubenray (2)	1,650
Arthur L. (3)	3,000	Major J. Casey (1)	900
Barbara (2)	1,400	Malvina B. (3)	3,000
Beatrice & Ida (1)	1,000	Margee & Pat (2)	1,550
Bobby & Harvey (2)	2,200	Martidor (2)	1,900
Camden (2)	2,000	Martha & Katherine (3)	2,000
Cape Ann (1)	1,000	Martha E. Murley (2)	2,000
Captain I (1)	1,000	Mary Canas (2)	2,000
Carol & Estelle (3)	2,900	Mary D'Eon (3)	3,000
Catherine C. (2)	2,000	Mary J. Landry (2)	1,900
Catherine & Mary (2)	2,000	Mary & Julia (2)	1,900
Christina J. (3)	3,000	Mary R. Mullins (3)	2,900
Connecticut (2)	2,000	Mary Tapper (2)	2,000
Daggy (2)	1,550	Monolight (3)	2,050
Emilio-Lilian (2)	1,550	Muriel & Russell (1)	275
Fairhaven (3)	3,000	New Bedford (3)	3,000
Flamingo (2)	1,800	Newfoundland (2)	1,950
Florence B. (1)	900	Norseman (1)	900
Four Sisters (2)	2,000	Olive M. Williams (2)	2,000
Francis J. Manta (2)	1,200	Palestine (3)	2,700
Friendship (3)	3,000	Pearl Harbor (3)	3,000
Gay Head (2)	800	Pelican (3)	2,700
Gloria F. (2)	2,000	Porpoise (3)	2,750
Growler (3)	2,850	Rainbow (2)	2,000
Irene & Mabel (2)	900	Ramona (2)	3,600
Janet & Jean (1)	1,000	Rhode Island (4)	3,600
Jerry & Jimmy (3)	3,000	Richard Lance (2)	1,900
Kelbarsam (1)	600	Rosalie F. (2)	1,850

St. Anthony (1)	300	Ursula M. Norton (3)	3,000
Sunkaty Head (1)	500	Venture I (3)	2,600
Sea Hawk (3)	1,850	Viking (3)	2,400
Sea Ranger (3)	3,000	Virginia & Joan (1)	1,000
Shannon (2)	1,475	Whaler (3)	2,850
Sister Alice (1)	800	Whaling City (2)	1,800
S #31 (1)	1,000	Wm. Eldridge (3)	3,000
Sunapee (3)	2,750	Wm. J. Landry (3)	3,000
The Friars (3)	3,000		

Swordfish Landings (Number of Fish)

Fairhaven (1)	2	Palestine (1)	4
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GLOUCESTER

Agnes & Myrnie (13)	62,500	Linta (6)	121,000
Alden (4)	79,000	Lois T. (23)	102,200
Aliburnton (20)	47,000	Lucretia (2)	35,000
Alice Ann (2)	112,500	Madonna (3)	32,500
Alvan T. Fuller (2)	154,500	Magellan (3)	188,000
America (11)	178,500	Malolo (3)	293,000
American Eagle (7)	81,500	Manuel F. Roderick (1)	107,000
Angie & Florence (2)	100,000	Manuel P. Domingos (3)	329,500
Annie (5)	37,000	Marge E. (1)	10,000
Anthony & Josephine (7)	99,000	Margie & Roy (2)	9,500
Ariel (2)	32,000	Maria Immaculata (3)	81,500
Atlantic (3)	106,000	Marietta & Mary (3)	117,500
Austin W. (2)	100,000	Marie & Winifred (1)	66,000
Ave Maria (2)	113,500	Marion & Alice (2)	222,000
Babe Sears (1)	117,000	Mary (8)	112,000
Baby Rose (2)	217,000	Mary E. (1)	11,500
Barbara C. (1)	15,000	Mary F. Curtis (2)	198,000
Barbara C. Angell (2)	226,000	Mary & Joseph (4)	29,500
Beatrice & Rose (3)	68,000	Mary Rose (3)	357,000
Benjamin C. (2)	343,000	Mary W. (4)	160,500
B. Estelle Burke (1)	67,000	Mayflower (6)	60,000
Bethulia (6)	83,000	Mocking Bird (2)	178,000
Bobby & Jack (4)	208,500	Mother Ann (2)	258,000
Bonaventure (3)	365,500	Nancy F. (3)	108,000
Brookline (1)	120,000	Naomi Bruce (24)	73,500
California (5)	110,000	Naomi Bruce II (24)	67,500
Capt. Drum (9)	191,500	Naomi Bruce III (25)	86,000
Carlo & Vince (5)	118,000	Natale III (7)	214,000
Casco (1)	15,000	Newton (1)	181,500
Caspian (4)	241,000	No More (3)	35,000
Catherine Amiraull (2)	289,000	North Star (5)	139,000
Cecil W. (3)	136,000	Nyoda (9)	141,000
Chanco (2)	182,000	Ocean Wave (1)	39,000
C. M. Fauci, Jr. (1)	127,000	Olga C. (2)	101,000
Chabeague (3)	56,700	Olivia Brown (2)	162,000
Cigar Joe (1)	41,000	Pam Ann (1)	98,000
Clara L. Hudgins (1)	35,000	Paolina (1)	30,000
Clipper (3)	396,000	Paul Howard (1)	150,000
Columbia (2)	264,000	Philip & Grace (3)	355,000
Conquest (2)	222,000	Phyllis A. (21)	127,400
Corinthian (2)	345,000	Phyllis & Mary (4)	114,000
Curlew (2)	255,000	Pilgrim (3)	380,500
Dartmouth (3)	299,500	Pioneer (2)	65,500
Dolphin (Glu.) (4)	320,000	P. K. Hunt (3)	230,000
Dolphin (South) (1)	82,000	Pollyanna (3)	219,500
Doris F. Amoro (3)	270,000	Positive (1)	160,000
Dorothy & Ethel III (2)	89,500	Prosperity (1)	8,000
Edith L. Boudreau (1)	95,000	Puritan (3)	309,000
Edith & Lilian (2)	222,500	Rainbow (2)	120,000
Edna Fae (23)	70,000	Raymonde (3)	323,000
Eleanor (4)	9,000	Redskin (3)	227,000
Eliza C. Riggs (2)	13,000	Rita B. (2)	175,000
Ellen & Jean (2)	503,000	Rose & Lucy (7)	145,000
Emily Brown (3)	114,000	Rosemarie (4)	189,000
Enterprise (24)	166,500	Rosie C. (6)	44,000
Ethel V. Stowman (4)	36,500	Rosie & Gracie (5)	162,000
Evelyn G. Sears (1)	6,000	St. Anthony (3)	248,000
Falcon (1)	525,000	St. Christopher (2)	246,500
Florence & Lee (3)	55,000	St. Joseph (6)	54,800
Frances R. (1)	74,000	St. Nicholas (3)	320,000
Frank F. Grinnell (2)	144,500	St. Peter (4)	247,000
Frankie & Rose (5)	133,000	St. Peter II (3)	282,000
Gaetano S. (1)	29,000	St. Providence (7)	92,000
Gertrude E. (4)	35,000	St. Rosalie (2)	94,000
Gloucester (1)	284,500	St. Victoria (2)	149,000
G. N. Soffron (4)	358,500	Salvatore (2)	103,000
Golden Eagle (3)	211,000	Santa Maria (3)	38,000
Gov. Al Smith (2)	180,500	Santo Antonino (2)	53,000
Gudrun (1)	14,000	Sarah J. (4)	253,000
Helen M. (2)	385,000	Sea Hawk (3)	229,000
Hilda Garston (2)	242,500	Sea Queen (4)	197,000
Holy Family (3)	190,000	Sebastiana C. (4)	168,800
Ida & Joseph (5)	48,000	Serafina N. (11)	225,500
Immaculate Conception (4)	149,500	Serafina II (2)	69,000
Irma Pauline (3)	24,500	Skillogee (3)	122,000
Jackie B. (4)	77,500	Superior (3)	257,000
Jackson & Arthur (7)	105,500	Theresa M. Boudreau (4)	344,000
J. B. Junior (3)	97,000	Theresa R. (1)	87,000
Jean & Patricia (4)	82,000	Thos. J. Carroll (3)	294,000
Jennie & Julia (5)	52,000	Three Sisters (5)	111,000
Jennie & Lucia (1)	69,000	Tina B. (3)	234,000
Josephine & Margaret (2)	253,000	Trimembral (2)	25,000
Joseph & Lucia (2)	242,000	Uncle Guy (1)	49,000
Joseph S. Matton (3)	2,000	Uncle John (1)	8,000
Josie M. (1)	12,000	V-E Day (3)	311,000
Jose (1)	434,000	Viking (1)	9,000
Julie Ann (3)	376,000	We Three (6)	70,000
Kingfisher (2)	210,000	Whitestone (3)	99,500
Lady of Good Voyage (2)	33,500	Wind (2)	139,000
Lera G. (2)	106,000	Yankee (4)	44,000
Leretha (1)			

Swordfish Landings (No. Fish)

Carmela Maria (1)	15
Mary M. (1)	33

Scallop Landings (Gallons)

Bright Star (2)	1,375
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NEW YORK

Felicia (2)	145,000	Lillian (1)	2,000
John G. Murley (3)	156,500	Theresa & Jean (2)	116,000
Katie D. (2)	135,500	Virginia (1)	63,000

Scallop Landings (Gallons)

Antonina (2)	900	Norland (1)	400
Buzz & Billy (1)	650	Norseman (2)	1,800
Carol & June (1)	675	Opsey (1)	250
Charlotte (1)	3600	Peerless (2)	1,500
Elva L. Beale (1)	500	Rainbow (3)	1,385
Friendship (1)	700	Rofalie F. (1)	1,000
Gud Kay (3)	1,800	S #31 (1)	800
Julia K. (1)	550	Venture (3)	1,800
Mary (1)	600	Victoria (2)	1,075

PORTLAND

Alice M. Doughty (4)	153,000	Madonna (2)	30,000
Andarte (2)	18,000	Manchinock (2)	78,000
Carolyn & Priscilla (3)	232,000	Mary S. (1)	12,000
Cherokee (4)	209,000	Nora D. Sawyer (4)	29,000
Elinor & Jean (4)	122,000	Phyllis L. (1)	12,000
Ethelina (4)	214,000	Positive (1)	120,000
Evzone (2)	168,000	Richard J. Nunan (4)	222,000
Fannie Belle (4)	22,000	Serafina II (1)	21,000
Jackie B. (1)	1,000	Silver Bay (3)	422,000
Lawrence Scola (1)	9,000	Willard Daggett (3)	40,000
Machinock (2)	131,000		

BOSTON

Acme (8)	90,600	Maria Giuseppe (4)	18,200
Addie Mae (7)	73,400	Maristella (2)	84,200
Adventure (4)	74,500	Marjorie (6)	61,200
Agatha & Patricia (3)	153,900	Marjorie Parker (2)	94,500
Albatross (3)	194,500	Marsala (4)	144,700
Alden (3)	60,000	Mary E. (2)	28,600
Alphonso (5)	43,700	Mary & Jennie (7)	72,700
American Eagle (1)	45,000	Mary J. Hayes (1)	42,000
Annie & Josie (8)	85,600	Mary & Joan (1)	80,500
Arlington (3)	380,400	Mary & Joseph (3)	118,000
Atlantic (3)	290,200	Mary W. (3)	82,000
Ave Maria (4)	46,100	M. C. Ballard (2)	192,700
Bay (3)	264,600	Michael G. (5)	63,800
Bethulia (1)	53,000	Nancy B. (4)	151,300
Billow (3)	243,000	Nina B. (4)	339,000
Bonnie (3)	372,300	North Star (1)	26,000
Breaker (3)	273,500	Nova Antonio (2)	8,900
Breeze (3)	230,500	Ocean (3)	314,700
California (2)	74,500	Olympia (5)	87,000
Calm (3)	258,600	Olympia La Rosa (5)	228,400
Cambridge (1)	82,800	Pan Trades Andros (4)	209,300
Carlo & Vince (1)	48,000	Paulina (1)	3,900
Carmela Maria (Dragger) (4)	97,600	Pioneer (2)	16,600
Carmela Maria (L. Tr'ler) (6)	31,600	Plymouth (3)	233,000
Carole June (1)	75,000	Princess (5)	64,800
Catherine B. (Dragger) (5)	205,400	Quincy (3)	221,900
Catherine B. (L. Trawler) (1)	6,300	Racer (1)	64,500
Challenge (4)	498,000	Red Jacket (3)	366,100
Cigar Joe (2)	84,600	Robert & Edwin (6)	46,800
Crest (2)	236,800	Roma (6)	62,100
Delaware (1)	121,000	Ronald & Mary Jane (1)	58,000
Diana C. (3)	73,300	Rosalie D. Morse (3)	246,100
Dorchester (3)	247,200	Rose & Lucy (2)	36,000
Drift (3)	309,300	Rosemarie (1)	30,000
Eddie & Lulu M. (9)	60,800	Rosemarie M. (3)	241,000
Elizabeth B. (3)	258,800	Rose Mary (5)	74,800
Esther M. (2)	212,500	Rosie (4)	50,900
Estrela (3)	188,000	Rosie & Gracie (3)	72,000
Ethel (8)	67,600	Rush (3)	276,100
Eva II (6)	53,900	St. Anna (1)	5,800
Fabia (1)	100,000	St. George (3)	247,600
Fannie F. Hickey (2)	31,800	St. Joseph (Dragger) (1)	4,000
Fearless (4)	398,600	St. Joseph (L. Trawler) (2)	10,200
Flow (1)	145,000	St. Michael Angelo (2)	7,800
Flying Cloud (2)	282,900	St. Theresa (2)	15,000
4-E-885 (2)	3,700	San Calogero (2)	24,700
4-G-370 (1)	11,400	Santa Lucia (3)	23,500
4-G-673 (1)	2,100	Santa Maria (2)	68,000
4-H-823 (2)	3,900	Santa Rita (3)	16,600
Francesca (1)	4,100	Santina D. (1)	9,700
Frances R. (2)	92,300	Santo Antonino (3)	79,000
Frank F. Grinnell (3)	81,000	Savoia (4)	24,800
Geraldine & Phyllis (3)	133,000	Sebastiano & Figli (6)	67,700
Gudrun (2)	195,100	Six Brothers (2)	9,900
Helen M. (1)	24,000	Six Brothers II (3)	9,300
Holy Family (1)	54,600	Squall (3)	422,200
Ida & Joseph (2)	52,000	Storm (4)	367,800
Jackie B. (1)	33,000	Surf (3)	301,200
J. B. Junior (3)	218,500	Surge (3)	336,300
J. B. Junior II (5)	62,900	Swell (2)	206,800
Joe D'Ambrosio (5)	35,100	Theresa R. (1)	32,500
Josephine (3)	24,800	Thomas D. (3)	121,000
Josephine F. (4)	15,500	Thomas Whalen (3)	262,800
Josephine P. II (4)	161,300	Three Sisters (2)	74,000
Josie M. (1)	12,600	Tide (2)	200,000
Leonard (9)	73,600	Triton (4)	317,300
Leonard & Nancy (4)	178,900	Two Pals (8)	79,100
Little Nancy (3)	90,800	Uncle Guy (3)	121,400
Lorine III (3)	131,200	Uncle John (2)	58,000
Lucky Star (2)	150,000	Venture II (3)	165,700
Lynn (4)	251,300	Virginia (2)	107,000
Mabel Mae (3)	202,400	Wave (2)	174,200
Maine (2)	118,200	Weymouth (3)	198,500
Margaret & Marie (3)	28,400	Wm. J. O'Brien (2)	182,000
Margee & Pat II (3)	172,800	Winchester (3)	401,200
Maria del Soccorso (8)	75,200	Winthrop (3)	198,000

Scallop Landings (Gallons)

Antonina (3)	2,650	Four Sisters (1)	900
Antonio (1)	1,000		

Swordfish Landings (Number of Fish)

Edith L. Boudreau (1)	41	Flying Cloud (1)	1
Elvina M. Goulart (1)	66	Jorgina Silveira (2)	4
Evelyn G. Sears (1)	41	Marie & Winifred (1)	8

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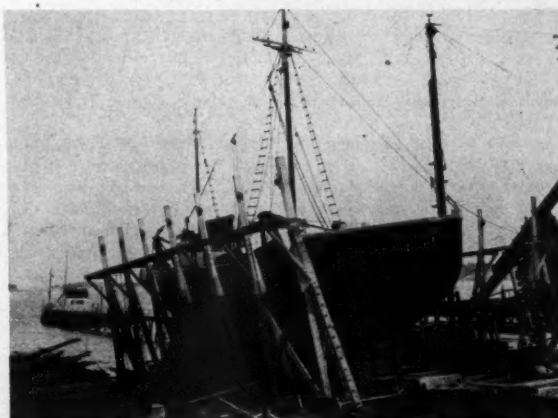
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Double duty: combines orange smoke-signal and night flare in opposite ends of watertight steel container. Hand-held. Safe. Dependable. Visible when overcast would obscure pistol projected or roman-candle star signals. Kit of 4 DAYNITES (combining 4 smoke & 4 flare signals) \$12.50 dol. U.S.A.

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Shipbuilders

BOOTHBAY HARBOR, MAINE



Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Enterprise Elects Butts President

Enterprise Engine and Foundry Co., San Francisco, has elected William E. Butts to the office of president to succeed Charles S. Hoehn, Sr., who has retired after 30 years as head of the Company's activities in the Diesel engine, oil burner and food processing machinery fields.

Mr. Butts, a director of the Company and vice president of General Metals Corp., has been recognized for his many contributions to the manufacturing industries. Mr. Hoehn will remain on the board of directors and serve in a special consulting capacity.



William E. Butts

Sperry Issues Brochure on Loran

Sperry Gyroscope Co., Inc., Great Neck, N. Y., has prepared a new brochure on Sperry Loran (Publication 23-202) which is available to the marine trade. It describes in detail all phases of this electronic system for determining the geographical position of ships, including features of the equipment, its specifications and its operation.

Red Wing Develops Marine Diesel

Red Wing Motor Co., Red Wing, Minn., has developed, and now has available, a new four cylinder, four cycle, 65 hp. heavy duty marine full Diesel for boats from 25' to 50'. It is available with direct drive or with water cooled 2:1 or 3:1 reduction gearing. For continuous operation 65 hp. at 1900 rpm. is recommended, although the engine has a maximum power of 79 hp. at 2600 rpm.

The reverse gear, designed for any overload to which the engine may be subjected, is driven from the timing gear end of the engine. An overhead valve system is employed and the engine has removable dry sleeve cylinder inserts with a bore of 4 1/4" while the stroke is 4 1/2" to give a piston displacement of 255 cu. in. It has a large capacity oil cooler and adequate filtering system for fuel, air and oil. A complete fresh water cooling system is regular equipment. The electric starting system is 12 volt and of extra high capacity. A glow plug, operated from a storage battery, also is supplied for cold weather starting.



New four cylinder Red Wing 65 hp. heavy duty marine Diesel.

Other features of the engine include: thermostatic control, Bosch fuel injection system, governor and fuel supply pump, and full pressure lubrication throughout.

Red Wing also manufactures three sizes of spark Diesel marine engines from 42 to 140 hp. and seven gasoline models from 7 to 140 hp.

Filipinos See Columbian Rope Plant

Twenty Philippine cadet-midshipmen attending the United States Merchant Marine Academy, Kings Point, L. I., N. Y., were guests of the Philippine American Chamber of Commerce on a recent two-day visit at Columbian Rope Co., Auburn, N. Y.

The Philippine midshipmen are in the United States under the provisions of the Philippine Rehabilitation Act of 1946, known as the "Tydings Bill", which authorizes training and instruction in the United States Merchant Marine Academy for 50 Filipinos a year prior to 1950. The cadets have been selected by the President of the Philippine republic.

The Philippine American Chamber of Commerce believed that this visit would enhance Philippine-American relations and provide the cadets with first-hand information on how fibers from their native country and other world sources are processed into rope. Columbian Rope Co. was asked to cooperate in this tour because it is a leading United States cordage manufacturer and has large-scale Manila fiber operations in the Philippines.

George W. Codrington, vice president of General Motors Corp. and general manager of the Cleveland Diesel Engine Division, left, receiving the President's certificate of Merit from Secretary of the Navy John L. Sullivan. The award was made for directing wartime production of Diesel engines for the Navy. The Cleveland Division supplied the Navy with more than 14,500 engines and trained more than 11,000 Navy Diesel men.

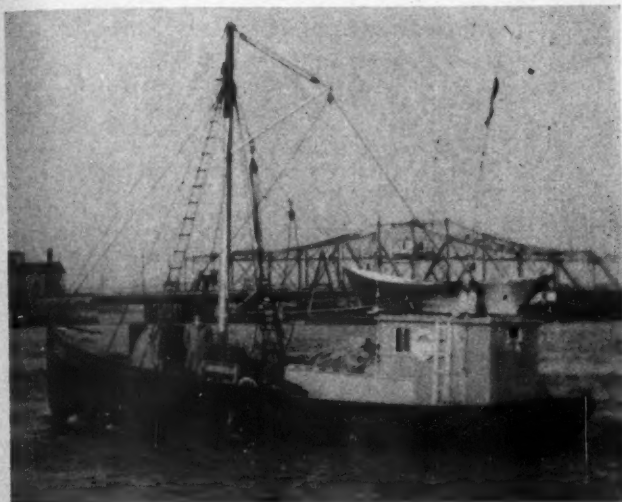


Goodrich Bearing Catalog Available

Lucian Q. Moffitt, Inc., Akron 8, Ohio, national distributor and sales engineer for Goodrich Cutless rubber bearings, has available a 64 page catalog (No. M8) which carries numerous illustrations, charts, diagrams and specifications about these bearings, which are used on various types of fishing vessels all along the coast. This booklet also describes the types of Cutless bearings, their principles and advantages, and offers recommendations for installation and operation. Properties of rubber which make it a desirable bearing material are its low coefficient of friction when wet and its ability to minimize noise, reduce vibration, and resist abrasion.

According to the catalog, the Cutless bearing in the full-molded type construction consists essentially of a properly designed, tough, wear resisting soft rubber lining, firmly secured to a suitable metal casing by a special process, which produces a bond as strong as the rubber. This lining is provided with a number of scientifically designed faces and water grooves running lengthwise in the bearing. The shaft is carried on a water film supported by the bearing faces while the grooves provide a means of carrying the water lubrication to the shaft and bearing faces.

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65 hp.

Drives 34 x 22 Propeller
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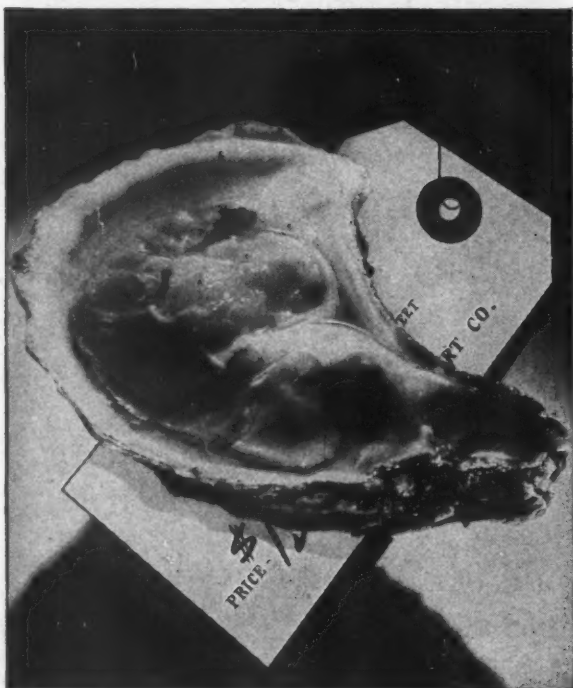
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AGENTS IN EVERY IMPORTANT PORT

and to carry away sand or other abrasives entering with the lubricating water.

Stern bearings should be provided with water ahead of the bearing to insure long and uninterrupted service. Methods of doing this by making use of the engine cooling system, the sanitary system, or sea water are described in the catalog.

American Rope Advances Jones

American Manufacturing Co., Brooklyn, N. Y. cordage producers, have advanced Edward M. Jones of their sales staff to the position of New York State representative. Jones has been with the Company since 1930, and during the War served with the 1st Marine Division at Guadalcanal and Cape Gloucester.

Walter G. Gronbeck, Jr., formerly with Lucas Paint Co., has joined the firm's metropolitan sales staff.

Ross Exchangers Stocked in Boston

In order to give better service to the fishing fleet, Ross heat exchangers and parts are being made available from Boston stock. The equipment is handled by Gustavo Preston Company, 115 Broad St., Boston 10, Mass., who act as the Boston district sales office of Ross Heater & Mfg. Co. Stock includes complete coolers, replacement corrosion eliminators, cooler cores and gaskets.

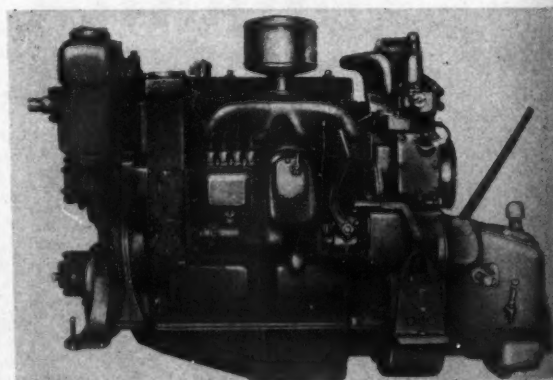
Caterpillar Announces New Engine

Caterpillar Tractor Co., Peoria 8, Ill., is manufacturing a new four cylinder Diesel D311 marine engine, rated with 38 hp. at 1600 rpm. and replacing the D3400.

Power increases, without increases in size and weight have been made through refinements of the unit. As outlined by the manufacturer these refinements include: a bore increase from 3 3/4" to 4"; stronger connecting rods and crankshaft; chrome plated top piston rings; divided manifold; improved oil pressure control system; new fuel injection valve design; and a new governor link directly to the fuel pump rack.

The heat exchanger water connections on the new engine can be interchanged quickly for easy installation and the core can be readily withdrawn for cleaning. A new self-priming centrifugal raw water pump resists wear from dirty or sandy water.

The new engine also is available as a marine type electric set suited to installation for auxiliary shipboard power.



The new 38 hp. four cylinder Caterpillar D311 marine Diesel.

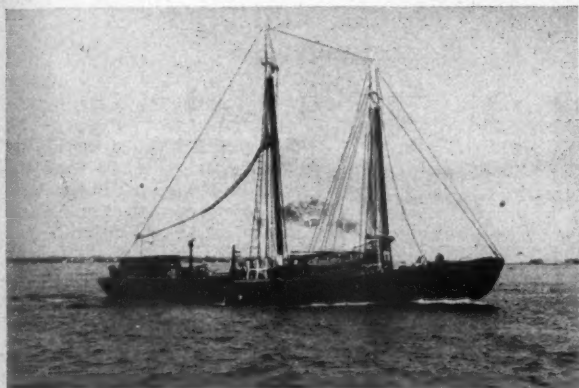
H. O. Penn Names New Parts Manager

Ralph L. Johnson, president of H. O. Penn Machinery Co., Inc., East River and 140th St., New York 54, N. Y., has announced the appointment of Alexander "Al" La Penna as general parts manager. In this position, Mr. La Penna will endeavor to coordinate the efforts of the Company's four parts departments. His headquarters will be in the New York office from which he will make frequent visits to the Poughkeepsie, N. Y., Mineola, N. Y., and Newington, Conn., branches to standardize procedures and methods of handling parts.

Mr. La Penna started with the Company in 1936 in the parts department of the Poughkeepsie branch. In 1938, he was called to the New York office to handle sales data and statistics. Later,



... ANY BOAT WILL PROFIT WITH A HENDY DIESEL



The great fleet of dory trawlers that once sailed North Atlantic water has nearly disappeared.

ONE of the few survivors of this hazardous trade is the *Marjorie Parker* owned by the Portland Fish Company of Portland, Maine. Now the *Marjorie Parker* has taken a new lease on life by installing a Hendy Marine Diesel Model D36 MR2, six cylinder, 200 HP.

It is reported that the operators are much impressed by the maneuverability inherent in these newly designed engines. We also hear there is great jubilation over the economical fuel and lube oil consumption.

Other diesel models—35 horsepower and up! See us about the *one right engine* for your boat!

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- HENDY DIESEL ENGINES
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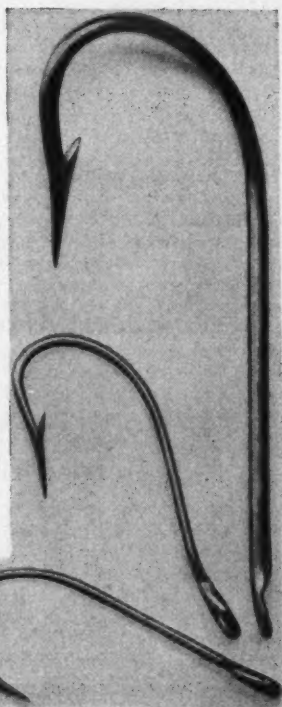
the strongest, most durable and stay-sharp—the longest hook that you can buy. Your fishing supplies dealer has them in a wide variety of patterns and sizes. Ask for them.

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Established 1832
OSLO, NORWAY

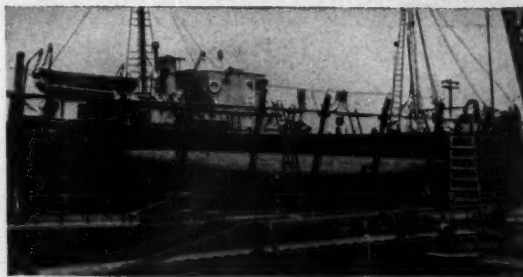
Sales Agents

Ed. W. Simon Co., Inc.
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Shown at the right are the Mustad-Hallbut, the Mustad-Gravitation and the Mustad-Limerick but there are scores of other patterns to choose from.

Trawler Repairs in the Port of Boston



Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities for repairing, reconditioning and servicing trawlers efficiently and economically. The next time you need trawler repairs get in touch with one of these Bethlehem yards.

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Shipbuilding Division



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More Than **400**
Fishing Vessels
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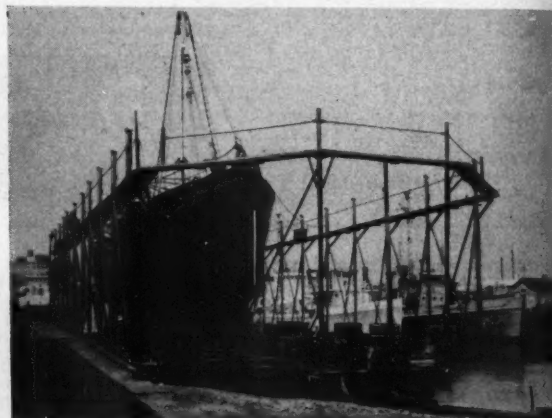
before joining the Army, he was assistant to the sales manager and for a while was at Detroit with the Michigan Tractor and Machinery Co. Following the war, he returned to the New York office from which he was transferred to the Mineola branch as assistant manager.

All-Steel Railway at East Boston

United Shipbuilding Corp., 246-288 Border St., East Boston 28, Mass. now provides complete repair service for fishing boat hulls, machinery, and electrical equipment. The yard is equipped with an all-steel marine railway mounted on steel car wheels which travel on extra heavy steel crain rails. This rigid construction minimizes deflection and the railway is capable of hauling 600 tons. The yard also has 1/3 of a mile of piers with sufficient depth of water at low tide to dock large vessels.

Modern shop facilities are maintained for all types of machine and carpenter work, welding, piping, painting, engine and electrical repairs. Special attention is given to motor and generator reconditioning and Diesel engine overhauling. The machine shop is equipped with a 30 ft. lathe and can handle the repairing of main propulsion and auxiliary machinery, propellers, bearings and shafting.

United's technical staff includes experienced marine, mechanical, electrical and Diesel engineers. The Company has trouble shooters available 24 hours a day for dockside service at a vessel's own berth and repairs can be made with portable equipment.



Trawler "Winthrop" on the United Shipbuilding all-steel marine railway at East Boston, Mass.

Foreign Fleets Use Highliner Winches

New England Trawler Equipment Co., Eastern Ave., Chelsea, Mass., has reported that it is continuing to receive orders for New England electric Highliner trawl winches to equip fishing vessels of foreign fleets. A Portuguese trawler is to get a Model WJ-120, claimed to be the largest electric winch ever built in this country, and an exact duplicate of many that have been shipped to Portugal in the past 10 months. The 120 has a span of 19 1/2' between winch heads and the drums carry 1200 fathoms of 1 1/4" cable. These winches are powered by a Westinghouse 135 hp. heavy duty motor driven from a 110 kw. Westinghouse generator which is turned by a Murphy ME-650, 175 hp. Diesel.

Iceland also has placed an order for nine Highliners complete with full trawling equipment.

Atlas Changes New York Personnel

Atlas Diesel Engine Corp., 115 Broad St., New York 4, N. Y., wholly owned subsidiary of Atlas Imperial Diesel Engine Co., has appointed J. D. Scanlon, for several years secretary of the New York firm, to the position of branch manager.

Other personnel changes involve K. H. Nilsson, formerly sales engineer in New York and in recent years manager of the Company's Montreal branch, who will return to New York as sales manager; and J. W. Camp, vice president of the subsidiary since 1934, who will be distributor of Atlas engines in the States of North Carolina, South Carolina, Georgia and Florida, and will make his headquarters in Miami.



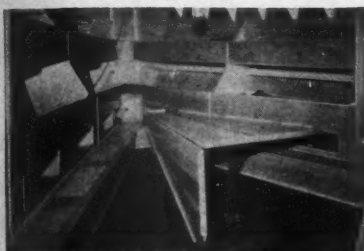
FASTER ... 400 h.p. Diesel produces speed of more than 10 knots.

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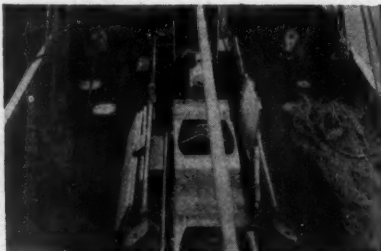
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set new standards in speed, comfort, efficiency

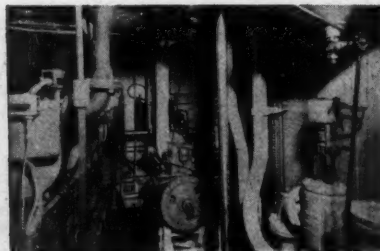
It's a fact! Never before have trawlers of this size (95 feet) provided such speed, such comfortable quarters, such operating dependability and economy. Staunchly built with all-welded hulls, the new E. B. Co craft possess super strength and ruggedness. Their large holds accommodate 180,000 to 200,000 pounds of fish. Latest devices for safety and efficiency include radio direction finder, radio telephone and fathometer. Write today for complete information.



BETTER ACCOMMODATIONS ... Extra-comfortable quarters are provided, with plenty of air, light and headroom.



BIGGER CAPACITY ... Large cork insulated, wood sheathed hold readily accommodates 180,000 to 200,000 pounds of fish.



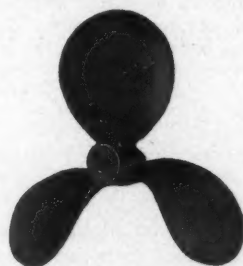
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Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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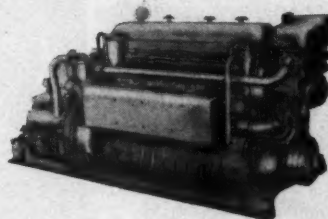
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GRAYMARINE 671 DIESEL ENGINES



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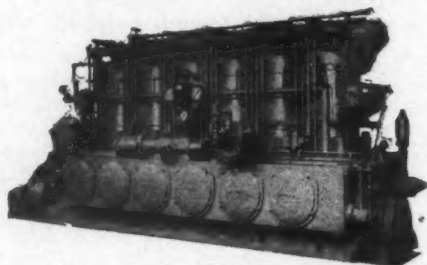
With repowering in mind and the dollar at its present low value, the ability to purchase power wisely and economically IS OF PRIME IMPORTANCE TO YOU. Your selection of our rebuilt guaranteed GRAYs assures you of economy plus dependability thru the years to come.

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Direct Reversing
Complete with spares, tools, accessories

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Akron, Ohio

Send for Special Catalog

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(Pronounced FLEW-GER)
A GREAT NAME IN TACKLE



Hopkinson Made President of Atlantic Coast Fisheries

Lawrence T. Hopkinson, vice-president and general sales manager of the Atlantic Coast Fisheries Co., has been elected president of the Company, succeeding Edward H. Cooley in the post.

Roger W. Babson replaces F. Meredith Blagden of New York, as chairman of the board of directors, while Walter Engel continues as secretary and treasurer.

Mr. Hopkinson has been identified almost exclusively with the seafood and allied industries for the past 20 years. He is a vice-president of the National Packing Corp., and the Aquacide Co., both of Boston.

At the beginning of the war, he headed the Fisheries Division of the War Production Board and the Fish Industry Advisory Committee of the War Food Administration. Later, he served as vice-president of the Federal Surplus Commodities Corp., executive officer of the Combined Food Board, vice-chairman of the Food Requirements and Allocations Committee, and chief of Requirements and Allocations Control. Recently, he was elected to membership on the international trade committee of the National Canners Association.

Atlantic Coast Fisheries is one of the major concerns in the commercial fishing industry of the United States, and has plants in Boston, Provincetown, Jacksonville, Fla., and Monterey, Calif. Products of the company are marketed under the trade names of Nordic and Atco.



Lawrence T. Hopkinson

Boston Owners Discuss Unemployment Tax

Fishing boat owners from Massachusetts, Connecticut, and Rhode Island met at Boston on October 14 to align their attack on the current Federal and State unemployment tax which has been on the statute books since August, 1946. The consensus was that the tax did not accomplish its purpose; namely, that fishermen who are supposed to receive unemployment benefits from the tax cannot qualify for payment.

Edmund O'Neil, business agent of the New Bedford Seafood Producers Association, stated that many boat owners in that port have refused to pay the tax, and are preparing for a court test of the law. Many of the boats operating out of Gloucester also are said to have refused to pay the tax.

In Connecticut, the Attorney-General thus far has taken the position that no employer-employee relationship exists, and consequently no steps are being taken to collect the tax.

Dory Trawler Makes Quick Trip

The Boston dory trawler *Adventure* hauled for 100,000 lbs. of fish at Boston October 21 after being out only 4 days. The fare, which included 90,000 lbs. of haddock, was worth some \$10,000 gross to the boat and crew, and considering the short time they were fishing, was one of the best dory trawl trips landed for some time.

Fluorescent Lighting for Buoys

The Coast Guard announced October 20 that it plans to experiment with a new type lighting on one of its bell buoys in the approach to Boston Harbor, and has asked for the cooperation of mariners in comparing the new system with the old, especially under adverse weather conditions. The experimental buoy, which will operate on a fluorescent light source, will be established about November 20 between a quarter to a half-mile due east of the Graves lighted whistle buoy. The latter will continue to operate on the old system, and will be used as a basis for comparisons.

"Flying Cloud" Makes Late Sword Landing

The trawler *Flying Cloud* landed a 150-pound swordfish at Boston on October 20, for which she received 63c per pound. The swordfish landing was believed to be the latest of the season.

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WITH FATHOMETER, JR.

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KAAR DIRECTION FINDER

Our regular stock includes a complete line of Radio Telephones, Direction Finders, Sounding Machines, and Voltage Regulators.

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Our new waterfront location provides convenient boatside service



"THERESA" OWNED BY CAPT. JOHN W. SMITH, MYSTIC, CONN.

at Boston or any other northern port. The trawler also landed 186,500 lbs. of other species of fish.

To Recommend Fish Conservation Measures

The Massachusetts Committee on Interstate Co-operation voted on October 21 to recommend to the next Legislature a bill designed to promote conservation measures aimed at improving the ocean fisheries. Under the terms of legislation to be advocated, Massachusetts would join with other Atlantic Coast States in enforcing and financing regulations established by the Atlantic States Marine Fisheries Commission.

"Racer" Lands First Trip

The 116' steel trawler *Racer*, built by U. S. Shipbuilding Corp., Yonkers, N. Y., and skippered by Capt. Joseph Neary, landed her maiden trip at Boston Fish Pier on October 17.

Two Boats Get New Diesels

The 45' *Catherine B.* owned by Capt. Frank Favaloro and the 42' *Josephine F.* owned by Capt. Sam Firiciano, both of Boston, have been repowered with 84 hp. Osco Diesels installed by Harbor Maine Service. The engines have keel pipe fresh water cooling, are equipped with 3:1 Twin Disc reduction gears and swing 28 x 24 Michigan propellers.

Harbor Marine Service, which is operated by Salvatore DeMarco at 72 Commercial Wharf, Boston, was recently made a distributor of Osco engines.

Verrette with Advanced Marine

William U. Verrette is now associated with Advanced Marine Equipment Corp., a new firm located at 211 Northern Ave., Boston 10, Mass. The company handles a complete line of winches, deck gear and generating equipment, and maintains repair facilities.

The Sounding-Lead

(Continued from page 9)

for fisheries. The FAO now is considering the formation of "Regional Councils for the Exploration of the Sea", in areas where such exploration is not already in progress. Primary consideration would be given to areas of the Northwest Atlantic, Southwest Pacific and Indian Ocean, Mediterranean Sea and contiguous waters, Northeast Pacific, Southeast Pacific, Western South Atlantic, Eastern South Atlantic and Indian Ocean.

Studies leading to the eventual establishment of an International code of quality standards for fishery products entering International trade have been recommended. A detailed study of the various fishery products by groups, similar to the study which is now underway for salted fish, will be undertaken.

OYSTER COOKBOOK—Over 3,000 copies of "How to Cook Oysters", a new, non-copyrighted Government publication by Rose G. Kerr and Jean Burris, home economists of the Fish & Wildlife Service, already have been distributed through the Oyster Institute. The cookbook, which is well illustrated, contains 34 tested recipes for oyster dishes, recipes for cocktail sauce, tartar sauce, stuffing for chicken and turkey, as well as information on purchasing and shucking oysters and descriptive matter on the extent of the industry.

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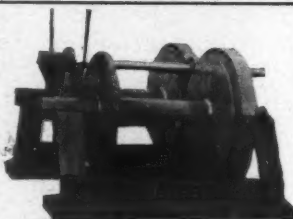
HOISTS — WINDERS

This Model C designed for small oyster and fishing boats where space and weight are limited.

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New Brunswick Report

By C. A. Dixon

Fish and Shellfish Landings Slump

According to the Monthly Review of Canadian Fisheries Statistics, total landings of fish and shellfish in the Canadian sea fisheries during September were 131,653,000 lbs., showing a decrease of 2% from the August total, and a slump of 5% as compared with September, 1946.

On the Atlantic Coast, where cod is the dominant species, landings have been consistently lower in 1947 than in 1946. While there was some relative improvement in the September catch as compared with the same month of 1946, total landings up to the end of September, 1947, were only 175,000,000 lbs., which figure is nearly 100,000,000 lbs. below landings during the comparable period of 1946. Some reduction in fishing effort, together with unsatisfactory fishing conditions in some areas, were mainly responsible for the reduced landings.

The lobster fishery, which vies with cod as the major source of revenue to Atlantic Coast fishermen, also suffered a sharp reduction in 1947, both in the quantity and value of landings. Total landings to the end of September amounted to 27.6 million lbs., valued at \$6.8 million, compared with 35.2 million lbs., valued at \$10.1 million, in the same period of 1946. Unfavorable fishing weather and lower prices were mainly responsible.

Bad weather seriously curtailed the important swordfishery of Nova Scotia, and landings of herring on the Atlantic Coast were 15% below those of 1946 up to the end of September.

The overall landings on both coasts totalled approximately 800,000,000 lbs. during the first 9 months of 1947, compared with 907 million lbs. during the same period of 1946, a 12% drop.

Statistics on exports of fish and fish products in the first 8 months of 1947 reveal a decrease of 16% in quantity and 9% in dollar value. Exports of dried salted groundfish were an exception, however, in that substantial increases were reported in August to most markets, especially Caribbean countries.

No significant changes were reported in prices to fishermen, at wholesale or retail as of September 15, although later reports indicate some strengthening of prices to fishermen on both coasts.

Sardine Herring Plentiful During October

Fine weather was enjoyed during October in Southern New Brunswick, with the result that sardine herring fishing was exceptionally productive for the time of year, especially in the St. Andrews Bay region where very large quantities of fish were caught and sold during the middle and latter part of the month. Silver hake, which are a natural enemy of small herring, also were said to be somewhat responsible for the big run.

Silver hake drive the herring before them into the bays and river estuaries, effectively penning them in the coves and inlets where many fish weirs are located. Some of the weirs in the Quoddy River area took from 100 hogsheads to more than double that quantity in a single night's fishing during the month. The price of sardine herring has remained stable at \$15 a hog-head, and herring scales are bringing from 10 to 20c a pound.

Funds for European Relief Apportioned

Of the \$8,000,000 which was voted by the Canadian Parliament to purchase fish for European relief, \$4,600,000 will be spent on the Pacific Coast and \$3,400,000 on the Atlantic Coast in Quebec and the Maritime Provinces, according to Milton F. Gregg, Canadian Minister of Fisheries. Only canned, salted and pickled fish will be shipped because the needy countries have no facilities for the handling of fresh or frozen fish.

Pollock Fishing Poor

So far this Fall pollock fishing has been very unfavorable. However, gill netters from Campobello operating gear on the Wolves Banks have been doing well, and this method seems to be the only one by which the fish can be landed in any appreciable quantity this Fall. Fishing in the Quoddy River is poor, although a few fish are being pegged occasionally.

Sold by weight in the Eastport, Me. market, the pollock have been bringing 30c each, but at Wilson's Beach those sold "by the piece" have been bringing only 15 and 20c.

Vineyard Bailings

By J. C. Allen

This is the wind-up of October, the middle Fall month, and our thermometer reads 76 in the shade as we write. Desirable as this may be from many a viewpoint, it does not work to the advantage of the average sea-skimmer. From the closest study that is possible by a layman, it does not appear that the Fall fish have started to bunch up as yet, and they won't, as long as the weather remains so warm.

This has worked out to a distinct disadvantage in several ways during the past 4 to 6 weeks. Bait is plentiful everywhere, which means that most fish are choosy when it comes to taking the hook. If anyone doubts this they should talk with some of the gang who have been and still are fishing for striped bass, bonito and bluefish. A solid good jig wouldn't tempt one of these fish unless he happened to feel in the mood. And there are plenty of bass and bonito at this late date.

Squiteague continued to increase around these bearings during the month, and they ran still larger as to size. Some of the oldest fishermen here said they never had seen so many. They ran into brackish creeks and filled 'em solid full, but the ironic part of it was that nobody had a chance to get a seine around 'em. Tide, wreckage and the like, all prevented a good crack with the twine, and somehow they just didn't mess around the trap gear at all. The traps are all ashore now, anyhow, so that it doesn't matter to those lads what happens.

Draggers Strike Butters, Scup

The biggest business done during the month was swung by the draggers of various sizes, which struck butters and scup southwest of the Island and cleaned up. This is the first time that we recall seeing scup bring a better price than butters. Naturally, being dragged has its effect on the fish, their condition and price, but still it seemed odd. The gang filled things up in a very few days, knocking the market into a cocked hat; but still, if the weather continues, and the fish run, the same thing undoubtedly will be repeated.

Because, and we have said it before, the fish business is now operating more nearly according to normal conditions and influences than it has since ceilings were put on during the war. Admittedly, the mean low point is still higher, and must be so long as gear and supplies remain at their present prices, but fluctuations are now noticeable according to weather conditions and such natural causes, as used to be the rule in the old days.

This doesn't mean that business is bigger or better as we see it. With the supply of cod, flounders, haddock and certain other of the groundfish reported to be decreasing, the only way that things can be made to roll is through the boosting of prices, which the Powers that Be are complaining about. Unless, of course, the fishing industry does what has been done before, from time to time; that is, slow up some on certain methods and employ others, for other fish. They couldn't seine forever, without a break, nor set either stake or floating traps. Well, they can't run otter trawls forever, either; but maybe the traps and seines could come back for a spell.

Cod Start to Run Inshore

What there is on the bottom right now looks promising. Already the cod have started to run inshore, and the Winter flounder is taking the hook around in shoal water which is a good sign that these fish are moving in and will bunch later.

Nobody encourages the hand-liner. He is regarded as old-fashioned, out-of-date and a whole lot of other uncomplimentary things. But he is the only lad who can fish the ledges, and that is where the fish are thickest inshore, and off. Maybe, sometime, a man under 50 years old will arrange for an adequate bait supply and really try hand-lining as it used to be done. We would watch his experiment with interest.

Nantucket to Plant Sea Clams

The Nantucket Board of Selectmen decided at a meeting held on October 23 to plant 20 bushels of sea clams in the Madaket Harbor area, 5 bushels in Polpis Harbor and 15 bushels in such areas as the shellfish inspector selects in the vicinity of the town.

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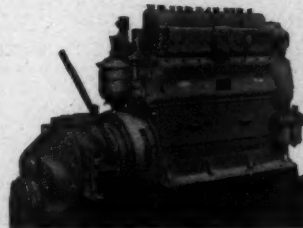
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*Columbian Rope Co., Auburn, N. Y.
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Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.
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*Cooper-Bessemer Corp., Mount Vernon, O.
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*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

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Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.

Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

Madison Engineering Co., 14 Pearl St., New York 4, N. Y.

Editorial

(Continued from page 5)

Newspapers have cooperated wholeheartedly in publicizing seafood. An outstanding example is the *Boston Post* which has featured stories on fish daily on its front page as well as the home economics and editorial pages. This newspaper already has distributed 70,000 of the cook books "Choice Recipes of Fish and Shellfish," prepared by Massachusetts Fisheries Association, as the result of a free offer made to its readers. The requests for these fishery cook books have far exceeded requests for even the newspaper's popular football and baseball schedules.

The 48-page book, which contains 100 recipes for fish and seafoods, was distributed to delegates at the National Conference of Presidents and Secretaries of the American Legion Auxiliary at Indianapolis, representing 900,000 members. More than 1,000 delegates at the recent annual meeting in Worcester, Mass., of the Massachusetts State Federation of Women's Clubs, representing 75,000 members, received the recipe books.

In order to show Mid-Westerners how they can save grain by eating fish, 5 chefs from well known Boston hotels and clubs went to five major inland cities early this month to prepare fish dinners at club luncheons. They carried several cartons of North Atlantic fish as well as 1,000 fish recipe books. For each pound of fish they serve they will receive six pounds of grain which will be turned over to welfare agencies for shipment to Europe.

The Fishery Council of New York prepared a special streamer, in color, carrying the "Save Grain—Serve Fish" slogan, for use in fish markets and chain stores.

In commenting on the golden opportunity before the industry, the National Fisheries Institute stated: "Unless there is an orderly movement of good fish at reasonable prices, the whole program might backfire, leaving the industry holding the bag. Let us hope that the members of the industry realize that they can make a patriotic contribution toward helping solve the critical food situation, and at the same time create a new respect for the importance of non-grain eating fish as food."

"It is not often that an industry is called upon to render a big public service, and help itself at the same time, but that is exactly the situation in which the fish and shellfish industry finds itself today. Whereas, the Luckman Committee has called on the meat, poultry, distilling and grain industries to sacrifice large portions of their regular consumer markets in order to provide grain for war-stricken Europe, the fishery industry is asked to increase production and consumption for the markets at home. The full force of the Citizens Food Committee is to be put back of the job of providing a large consumer demand for fish and shellfish products."

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*Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
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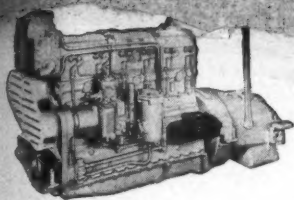
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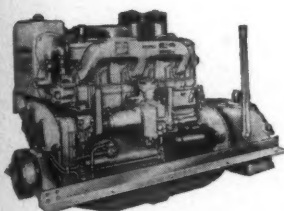
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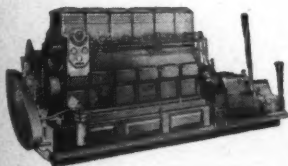
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★ ★ ★

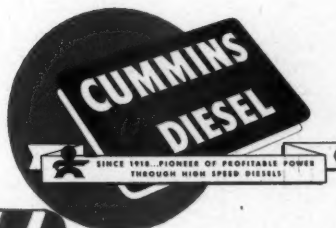


NHM-600—This supercharged marine engine contains such features as a new heat exchanger and oil cooler combination, provisions for mounting special marine accessories and an engine mounting that simplifies installation. Its maximum rating is 275 hp at 2100 rpm, approximate dimensions are 93" x 63" x 36". The non-supercharged NHM-600 is rated at 200 hp at 2100 rpm.

★ ★ ★



LM-600—This heavy-duty, medium speed engine has given competent, dependable service to hundreds of boat owners on the Atlantic, Pacific and Gulf coasts and along the inland waterways. Its maximum rating is 250 hp at 1000 rpm, approximate dimensions are 125" x 47" x 57".



Power

Cummins Diesel Power has proven efficient, economical and dependable in a wide variety of jobs . . . under the most grueling operating conditions.

our Policy

It is Cummins Policy to build the best diesel through continuous refinement and improvement . . . to increase horsepower while decreasing weight and space . . . to place quality ahead of quantity.

your Profit

Your investment in power is protected by an unmatched dealer Service-Sales organization with adequate parts stocks, ample service facilities and competent personnel to maintain your engine in peak profit-making condition, no matter where or by whom the engine is sold.

CUMMINS ENGINE COMPANY, INC., COLUMBUS, INDIANA

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 Owners of the veteran "Little Joe" to
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25-YEAR-OLD "LITTLE JOE" Now The Fastest Menhaden Boat On The East Coast

is the fastest menhaden
 boat on the East coast.


There was good reason
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 chased four others in the
 past two years for re-pow-
 ering other boats in their

fleet, the "Little Joe's" owners knew by actual experience
 that they could count on the finest of fine engine per-
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The "Little Joe's" new Cooper-Bessemer more than
 lives up to expectations . . . smooth, clean operation
 at all engine speeds, remarkable freedom from vibra-
 tion, excellent all-around maneuvering characteristics,
 and of course the unsurpassed reliability for which
 Cooper-Bessemer have long been known.

Perhaps you have a powering or repow-
 ering job coming up soon. Be sure
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"Little Joe", built in 1922 and com-
 manded by Capt. Leslie M. Spriggs,
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 Wade is Chief Engineer.



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